LAND NORTH-EAST OF HUMBER DOUCY LANE

DESIGN & ACCESS STATEMENT

INCLUDING OPEN SPACE STRATEGY AND CRIME PREVENTION STATEMENT

FEBRUARY 2024

Applicant team

Site Address

Land north-east of Humber Doucy Ln lpswich Suffolk IP4 3OB England

Note

All images are indicative only unless specifically marked for approval.



Client (Applicant) **BDW** Eastern Counties 7 Springfield Lyons Approach Chelmsford Essex CM2 5EY





Masterplanning and Architecture PRP

Landscape and Ecology CSA Environmental

Transport, Flooding, Drainage and Engineering RSK and RSK LDE



Arboriculture Haydens Arboricultural Consultants



Archaeology RPS Group

Energy

JS Lewis Ltd



Communications Concilio





Air Quality Air Quality Consultants Ltd

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Project Lead Roumpini Perakaki

Author Olga Ivanova Nadine Landes



Client (Applicant) Hopkins Homes Melton Park House Melton Woodbridge Suffolk IP12 1TJ

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Phase 2 PLANNING & DEVELOPMENT

Planning Consultant Phase 2 Planning and Development





Heritage MJK Build





Acoustics 24 Acoustics



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1. INTRODUCTION

The opening section of this Design and Access Statement sets out the purpose of the document and its structure, provides an introduction to the site, the planning background and the overview of the design approach.

PRP | DAS | Humber Doucy Lane Masterplan

1.1. INTRODUCTION

Statement

This Design and Access Statement supports the Hybrid Planning Application submitted by Barratt David Wilson Homes and Hopkins Homes for the development of the site north-east from Humber Doucy Lane, Ipswich, to create a sustainable community that respects its setting and contributes to wider landscape aspirations.

This statement should be read in conjunction with other supporting documents submitted with the planning application.

The Hybrid Planning Application seeks permission with all matters reserved except for the means of vehicular access from Humber Doucy Lane and Tuddenham Road.

The Design and Access Statement explains the design thinking and rationale behind the proposals. It documents how the physical characteristics of the design proposals have been informed by a thorough understanding of the site, the context, testing and engagement.

The document has been prepared in accordance with CABE guidance 'Design & Access Statement: How to write, read and use them' (2006).

Description of the development

Hybrid Application - Full Planning Permission for the means of external access/egress to and from the site. Outline planning application (all matters reserved) for a mixed use development for up to 660 dwellings (Use Class C3), up to 400 sq m (net) of non-residential floorspace falling within Use Class E and/or Use Class F2(b), an Early Years facility, and associated vehicular access and highway works, formal and informal open spaces, play areas, provision of infrastructure (including internal highways, parking, servicing, cycle and pedestrian routes, utilities and sustainable drainage systems), and all associated landscaping and engineering works.

Elsewhere throughout the document, the term "Outline" is used for simplicity, since the application is primarily Outline.

Structure of the document

This document has been structured as follows:

Section 1: Introduction

The opening section of this Design and Access Statement sets out the purpose of the document and its structure, provides an introduction to the site, the planning background and the overview of the design approach.

Section 2: Context Analysis and Policy Overview

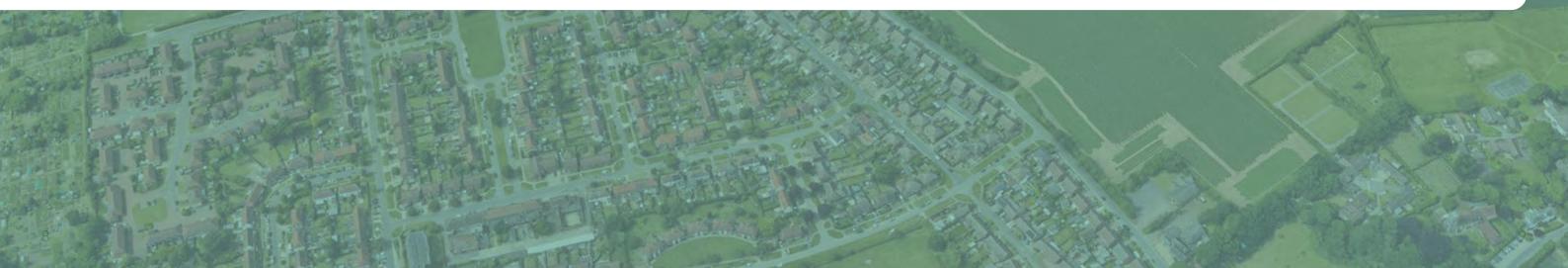
This section includes the overview of the existing policy for the site allocation and urban design analysis of the regional, local and site based contextual influences. The outcome of this analysis is collated in Site considerations and Site opportunities diagrams.

Section 3: Engagement Process

This section includes a summary of the public consultations and stakeholder engagement process.

Section 4: The Vision

This section described the key drivers and high level design objectives for the site that inform the masterplan framework.



Section 5: Design strategies

This section includes the key design strategies that describe how the framework plan might work in terms of land use, density and heights, access and movement, landscape and character.

Section 6: Character areas

This section provides a high level aspiration for various character areas within the masterplan.

Section 7: Landscape and Public Realm

An explanation of the key landscape features and proposals which supplement the development framework.

Appendices

The appendices include parameter plans.

1.2. INTRODUCING THE SITE

The site is located north-east of Humber Doucy Lane approximately 4km north-east from Ipswich Town Centre, at the border between Ipswich and East Suffolk districts. It consists of three parcels, with the two biggest parcels stretched along Humber Doucy Lane to the north-east from it, and the smallest sitting at the crossroads of Tuddenham Road and Humber Doucy Lane, to the south from the former.

All three parcels sum up to 31.52 ha. The majority of land within the red line boundaries is located within Ipswich authority, with 9.74 ha of the biggest parcel located within the East Suffolk District.

Humber Doucy Lane forms the south-western boundary of the site. In the north the site is restricted by Greater Anglia Railway Line and Tuddenham Road that links the site to the Ipswich Town Centre and Ipswich Garden Suburb. In the north-west the largest parcel proposed for development wraps around the parcel of land divided between care home uses and small business park. Location between the suburb in the south and vast rural open space in the north is one of the most prominent characteristics of the Site. The surroundings of the site are characterised with low height and low density suburban character at the Ipswich side, green rural character of the land within East Suffolk, with a number of farmsteads and fields divided by mature hedgerows, and a number of public rights of way (PRoW) that connect the Site to the Fynn Valley in the north east.

Opposite the south-eastern corner of the largest parcel, Humber Doucy Lane is intersected by Sidegate Lane, that links the site to Colchester Road and provides access to Northgate High School and Rushmere Hall Primary School, both of which are within a 10 minute walk from the site.



Introduction

Site location



Aerial view 1: partial view of the site shows Westerfield House care home at the end of Humber Doucy Lane



Aerial view 2: partial view of the site shows the edge of the site lower down Humber Doucy Lane



Aerial view 3: Partial view of the site looking north east towards the rural character of East Suffolk



Aerial view 4: Partial view of the site looking south towards the suburban character of surrounding neighbourhoods within Ipswich Borough

Introduction

1.3. KEY PLANNING CONSIDERATIONS

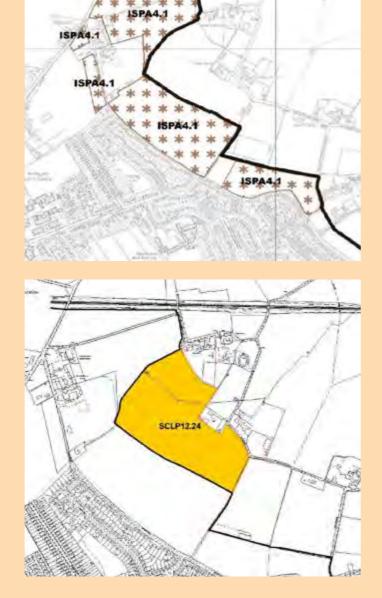
The site falls within the boundaries of Ipswich Borough Council (IBC) and East Suffolk Council (ESC). The key drivers for the development of Humber Doucy Lane are based on the principles of sustainable cross-boundary development, fulfilling local housing needs arising across the relevant authorities, on the edge of the Ipswich urban area, whilst respecting the East Suffolk vision for its rural areas.

23.28ha of the land allocated for development falls within Ipswich Borough and 9.9ha falls within East Suffolk. The site is allocated for development under Policy ISPA4.1 of the 2022 Ipswich Core Strategy, and Policy SCLP12.24 of the 2020 Suffolk Coastal Local Plan.

Site Allocation Policies

Key requirements from the two Site Allocation policies include:

- Delivery of affordable housing (30% in the IBC area and 33% in the ESC area):
- An expectation of 449 in the IBC area and approximately 150 in the ESC area;
- Provision of a suitable transition to the wider countryside, including contributing to the provision of a 'green rim' or Green Trail around Ipswich.
- Separation to surrounding settlements.
- Protecting heritage assets.
- Providing sustainable drainage systems.
- Delivery of 'early years' places on site.
- Investigation of the potential for on-site retail of an appropriate community scale.
- Replacement of existing sports pitches if necessary.
- On-site suitable accessible natural green space.
- Access from Humber Doucy Lane, and provision of relevant highway/public transport measures.
- Biodiversity net gain.

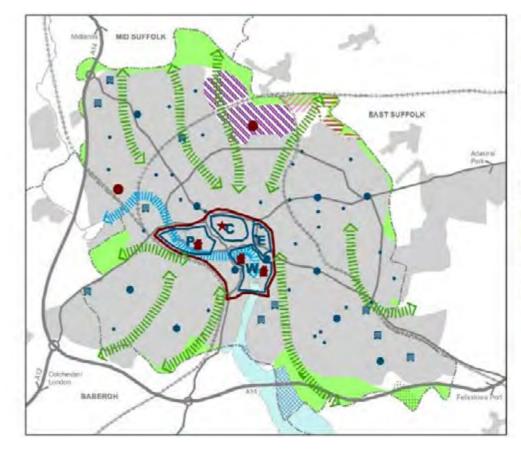


Masterplanning

Both the Ipswich and East Suffolk Site Allocation policies refer to the development coming forward as a single, masterplanned site. This document is the first step towards producing that masterplan.

Green Corridors and the Green Rim/Trail

purpose of Green Corridors is therefore to help provide or The Ipswich Core Strategy Key Diagram proposes the creation of a Green Trail around the urban edge of sustain an extended ecological network. Ipswich, and the creation of 'Green Corridors' along key The Green Trail concept is also covered by Policy CS16, radial routes. Policy CS16 explains that the purpose and relates to the linking of existing ecological networks and green corridors with a publicly accessible 'green trail' of Green Corridors is to help create networks of linked around the town. The purpose of the Green Trail is theregreen spaces, and that major development has a role to play in using on-site open space and green infrastructure fore to improve access to green spaces for recreational to contribute to those existing networks. The primary purposes.

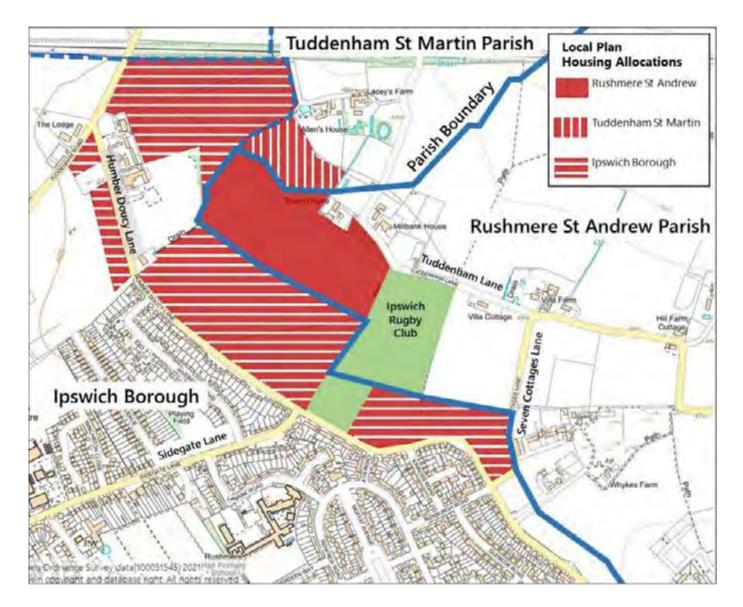


2.	
•	Proposed District Centre
	Existing District Centre
	Existing Local Centre
1000	Strategic Housing Allocation (CS10)
=	Strategic Housing Allocation (ISPA4)
1111.	Land allocated for Sport Use
Π.	Existing Major Employment Area
	Proposed Major Housing
*	Focus for additional Retail Development
	IP-One - Focus for Regeneration and Historic Core
C	Central Shopping Area
E	Education Quarter
W	Waterfront
P	Portman Quarter
	River Corridor
	Green Corridor
	Green Trail
10000	Special Protection Area
- State	Area of Outstanding Natural Beauty

Rushmere St Andrew Neighbourhood Plan

A section of the site within ESC boundary falls within the Rushmere St Andrew parish and should align with the policies outlined in the Rushmere St Andrew Neighbourhood Plan.

The Neighbourhood Plan was 'made' in June 2023 and includes a site specific policy, RSA2. The key objectives of that policy are to ensure significant reinforcement and additional planting along the north-eastern / eastern boundary of the site adjoining Tuddenham Lane and in the vicinity of existing residential properties off Tuddenham Lane, to help maintain separation. It states that there should be no vehicular access onto Tuddenham Lane and Seven Cottages Lane, with connectivity only for pedestrians and cyclists.





1.4. OUR CORE PRIORITIES

The site north-east from Humber Doucy Lane, Ipswich offers an opportunity to deliver a new vibrant and sustainable community, based on a commitment to deliver quality new homes, facilities and amenities which cater for the existing and future local needs and are designed to last for successive generations.

To achieve this vision, Barratt David Wilson Homes and Hopkins Homes have set out their core priorities for the new community north-east from Humber Doucy Lane.

Our core priority is to develop a well-connected new neighbourhood within the context of the wider planned development guided by the existing landscape and historic character.

- The proposed neighbourhood will create a locally distinctive and sustainable community, set within a network of open spaces and mature planting.
- A high-quality landscape-led environment will assist in fostering a sense of place within the new neighbourhood, making it an attractive place for people to live.
- The new neighbourhood will achieve high levels of connectivity with Ipswich town centre and integrate with surrounding neighbourhoods.
- The development of the neighbourhood will seek to minimise environmental impacts through the retention and enhancement of biodiversity networks including 'green corridors' and 'green trails', and by provision of sustainable homes which will be achieved by sustainable construction methods and energy technologies.
- The neighbourhood will also be characterised by green spaces that could be used for a wide variety of outdoor recreation uses and additional space for non-residential uses.
- The Vision for the site north-east from Humber Doucy Lane is innovative and exciting. It is both environmentally conscious and inclusive.



Introduction



pprox. 30% provision of ffordable housing in line with local policies



Designated public open spaces and opportunities for natural play and recreation



An inclusive development with a mix of housing for families of all sizes

2. CONTEXT ANALYSIS

A thorough analysis has been carried out in order to understand the opportunities and constraints which will influence the proposal for the site. The analysis has considered regional, local and site scale.



2.1. LOCAL CONTEXT - IPSWICH AND EAST SUFFOLK

National context

Ipswich is a county town in Suffolk and self-contained The town has good links to transport networks, which district bordering with West, Mid, East Suffolk and include train services to London (just over an hour), Barbergh District. The area is widely characterised with Norwich, Cambridge, Peterborough, East Coast and vast Areas of Outstanding Natural Beauty (Dedham Valley Felixstowe - including containerised freight. The town is AONB and Suffolk Coast & Heaths AONB which cover served with A12 linking it to London, M25 and Stansted, most of the coastline east from Ipswich). and A14 linking the Midlands and the Port of Felixstowe.

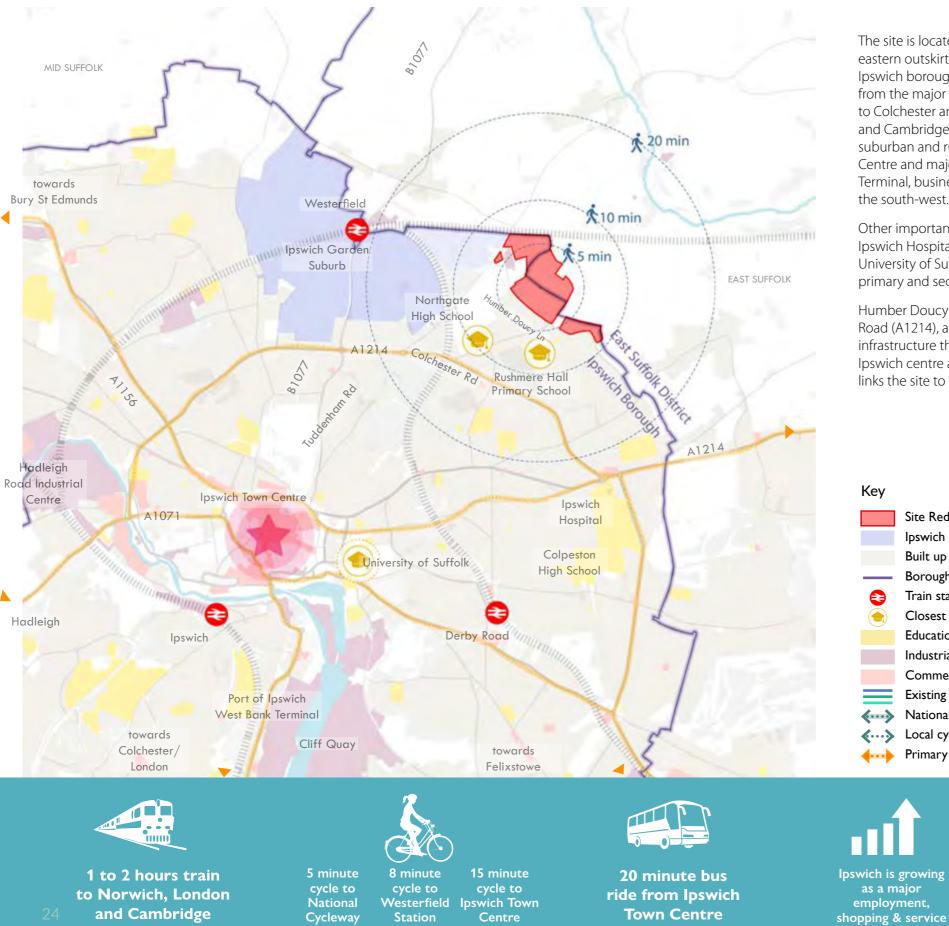
Ipswich Borough Council Local Plan 2018-2036 (Core Strategy and Policies document Review adopted in March 2022) portrays lpswich as a major centre of population, economic activity and growth in Eastern Region that performs a regional role in growth, employment, shopping and community services, and transportation.



Context analysis and policy overview

The site is located at the northern fringe of Ipswich, 5-7 km away from the AONBs, 5km away from both A14 and A12 and 1.6 km away (2.4 km by road) from the closest train station, which is Westerfield.

Local context



The site is located at a strategic place at the northeastern outskirt of Ipswich, on the boundary between Ipswich borough and East Suffolk District, 5km away from the major road infrastructure connecting Ipswich to Colchester and London (A12) and Bury St Edmunds and Cambridge (A14). The setting has predominantly suburban and rural characteristics, with Ipswich Town Centre and major employment areas such as Port Terminal, business and industrial parks being 3+ km to the south-west.

Other important pieces of community facilities include Ipswich Hospital 2 km south from the Site, campus of the University of Suffolk next to the Town Centre and existing primary and secondary schools in proximity to the site.

Humber Doucy Lane runs in parallel with Colchester Road (A1214), an important piece of transport infrastructure that forms part of a circular route around Ipswich centre and links to the A12. Tuddenham Road links the site to the Town Centre.

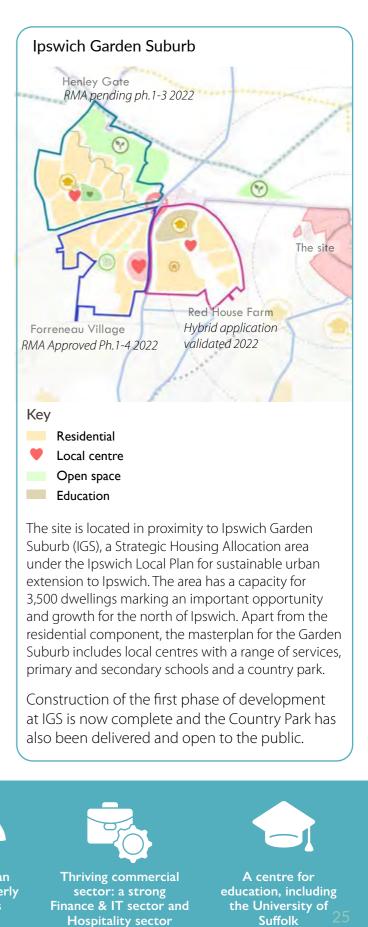


centre

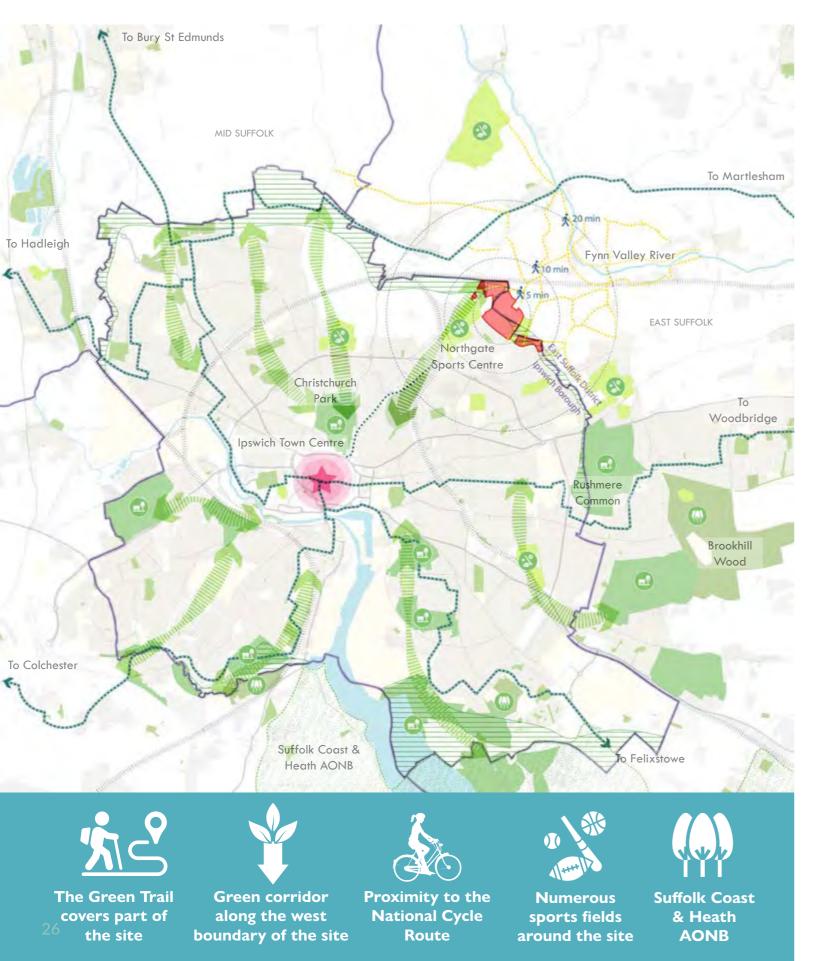


Sii

Diverse and multicultural population Higher than average elderly residents



Green network and public rights of way



The Site Allocation Policy highlights the importance of Green Infrastructure strategy in relations to the application site.

The planned Green Trail traverses the site in the northeast and extends to Ipswich Garden Suburb Country Park in the west. The western boundary adjoins a strategic green corridor linking Ipswich Town Centre area to the East Suffolk countryside. The site presents an opportunity to positively contribute both to the Ipswich Green Trail and Tuddenham Road green corridor policies.

The site is well catered in terms of sports and playing fields with numerous areas in close proximity.

There is opportunity to connect to the National Cycle Route and local cycle routes, enhancing the wider connectivity.

A developed network of public rights of way (PRoW) extends to the north from the site connecting it to the Fynn Valley.





Northgate Sports Centre



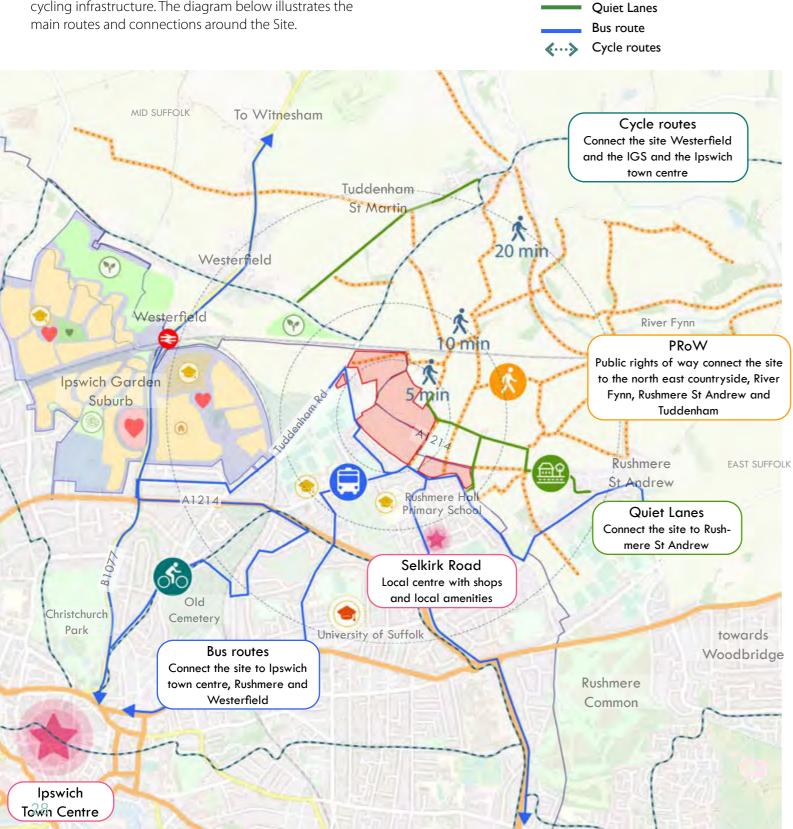
Ipswich Garden Suburb green spaces proposed to the north boundary along the Green Trail



Green rural character of East Suffolk

Sustainable mobility

Sustainable means of transport include public transport connectivity, pedestrian connections and opportunities for active travel accommodated within the public right of ways (PRoW) and Quiet Lanes, and connection to major cycling infrastructure. The diagram below illustrates the main routes and connections around the Site.



Key

Site boundary

Local authority boundary

Public rights of way (PRoWs)

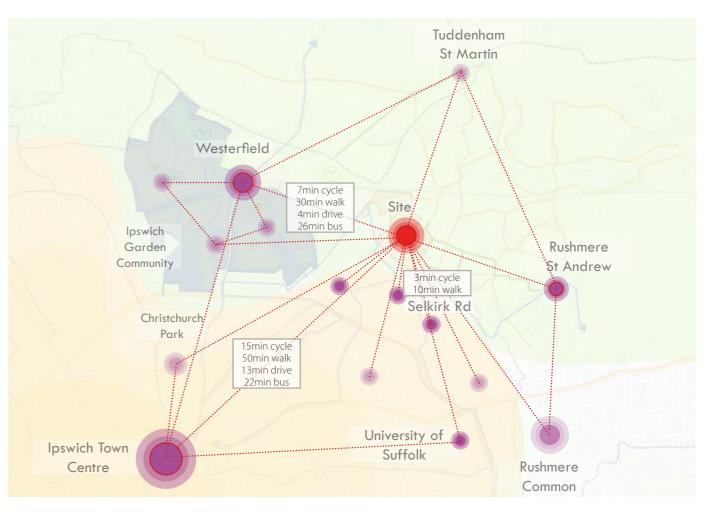
A Roads

The site is served with a number of bus services going along Humber Doucy Lane and Inverness Road and linking to the local centre at Selkirk Road, Ipswich Garden Suburb via Tuddenham Road and Ipswich Town Centre via Tuddenham Road and Sidegate Lane.

An extensive network of public rights of way to the north from the Site link together detached farmsteads and major villages. Quiet Lanes link the Site to Rushmere St Andrew and provide additional opportunity for walking and cycling.

Opportunities for cycling connectivity include a 5min cycling distance from the National Cycle Route and 15min cycling to Ipswich Centre.

The diagram below illustrates the key connections and destinations surrounding the site, local centres, public parks, schools and universities. This demonstrates the strategic location of the site and relationship to key destinations.



Context analysis and policy overview



Westerfield



Selkirk Road

History of Humber Doucy Lane

The street name 'Humber Doucy' is said to derive from the French ombre douce (sweet shade) and was socalled by French prisoners during the Napoleonic Wars of the early nineteenth century, welcoming the cool shade of the trees as they were marched to their enforced labour, presumably in the fields (John Selby, Heritage Impact Assessment, 2020).

Historic maps demonstrate that by the end of the 19th century the site area was undeveloped and formed by a number of agricultural fields between established villages of Westerfield and Rushmere. The Ipswich fringe was at a considerable distance from the site reaching Christchurch Park to the north and Alexandra Park to the east, with the majority of the area between the site and Ipswich remaining undeveloped.

At the same time, the railway line, the neighbouring farms, Westerfield House and Seven Cottages are already present on the 19th century maps. All the major roads and public rights of ways surrounding the site today also were present.

The changes to the site in the last 150 years were minor and only related to the landscape. The biggest parcel within the red line boundary was divided in 9 separate fields with hedgerows forming a slightly irregular grid predominantly running in south-west - north-east and north-west - south-east direction. Some of the boundaries replicate the contemporary boundaries between the authorities. The historic maps also show two ponds, one close to a public right of way in the north and the other in the eastern part of the biggest parcel.

Aerial of the site today clearly shows the extent of new residential neighbourhoods to the south of the site. This shows the extent of urban expansion of Ipswich. The site, farms and Westerfield House have remained although the uses may have changed.



1840s

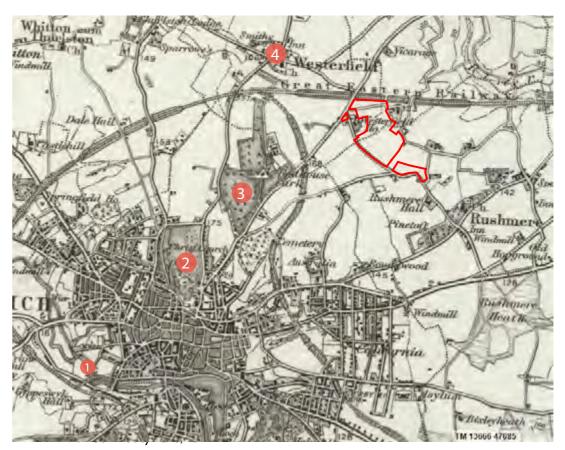
- Railway line, Tuddenham Rd and Humber Doucy Lane are already established
- Distant from the Ipswich built-up area, no development nearby apart from a number of farmsteads and the Seven Cottages Semi-regular agricultural pattern

1950s

Humber Doucy area remain rural, no development to the south Colchester Road to the south from the Site has been developed, with the school being built between Colchester and Humber Doucy Lane

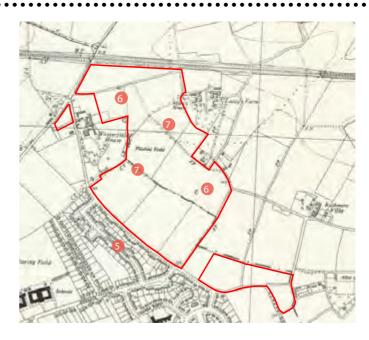






1960s

By 1960s, suburban developments have filled the area between Colchester Road and Humber Doucy Lane, including Tarran bungalows



Context analysis and policy overview

Ipswich, 1896

- Ipswich
- Christchurch Park
- Old Cemetery
- Westerfield village
- **5** Rushmere village
- 6 Historic ponds
- Historic hedgerow and route

2023

No significant change to the area Two-storey detached houses



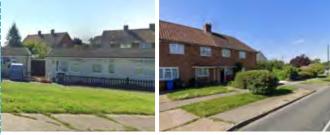
Local settlement character

The study on the local settlement character will inform the scale and character of the new development to seamlessly integrate it into the existing context without disrupting the established quality and balance between the built environment and landscape.

For this study, we have picked the most relevant existing neighbourhoods, that include a post-war Rushmere neighbourhood south from Humber Doucy Lane, Westerfield, sitting next to the closest railway station, and two other compact historic villages that portray East Suffolk rural character.

Rushmere





- A typical post-war neighbourhood built at Ipswich north-eastern fringe with no offset from the town
- Predominantly red brick terrace houses, semi-detached and bungalows
- Heights range from very low Tarran bungalows to three storeys apartment buildings with non-residential ground floor on Selkirk Road
- Community facilities including local centre, schools, amenity and sports areas and generous allotment area
- SPD for the North East Character Area of the Ipswich Urban Characterisation Study describes Rushmere as Rural Edge sub-character area and highlights the sensitivity of the interface with the countryside.

Ipswich suburb East Suffolk villages



 Westerfield



- Offset from the employment area and the railway station in the south
- A number of Grade II listed buildings and Grade I St Mary Magdalene Church
- Large urban grain
- 1-2 storey detached houses with generous plots





- Rushmere Heath dominates the area
- Very few listed buildings, all located at the village outskirts
- Streets are formed by detached and semi-detached houses, often set back from the roads, with a variety of treatment of the buffer space (small and large front gardens, buffer green space, informal vegetation, trees or lines of green verge)

Overview

- Settlements on the East Suffolk side differ in size and character from Ipswich suburban areas
- Villages are characterised by a compact size (up to 1km long) and vast areas of green open space adjacent to them (including sports and recreation, play areas, amenity spaces and rural landscapes)
- Apart from the historic High Street in Tuddenham, the settlements tend to provide generous space between the edge of the road and the building line (8 to 25 m)
- Relationship with landscape is a crucial part of East Suffolk's character. It is expressed in an active frontage facing vast areas of green open space, rich vegetation within the front gardens, feature trees within green amenity and occasional green verge as a buffer from the roads

Context analysis and policy overview

Tuddenham St Martin



- Character derived from historic buildings, landscape quality and the dramatic setting on the river valley
- Grade I listed building St Martin's Church
- Eight Grade II listed buildings
- Traditional village morphology on the crossroads with most of the buildings facing High Street
- Contrast between green and leafy character and dense and fine urban grain formed by terrace houses
- Various built form including detached and semidetached houses, bungalows and a few apartment buildings in Rushmere. Terrace houses tend to comprise of a maximum of 3-5 houses in a row, allowing for green gaps between the buildings and adding the variation to a streetscape
- On the East Suffolk side, built forms and materiality often vary within a street
- Heights from 1 storey (bungalows) to 3 storeys (Selkirk road).
- Generous plot sizes do not comply with the modern policy on plot densities for Ipswich that requires at least 35 dwellings per ha within low density development. Plots tend to be long rather than wide

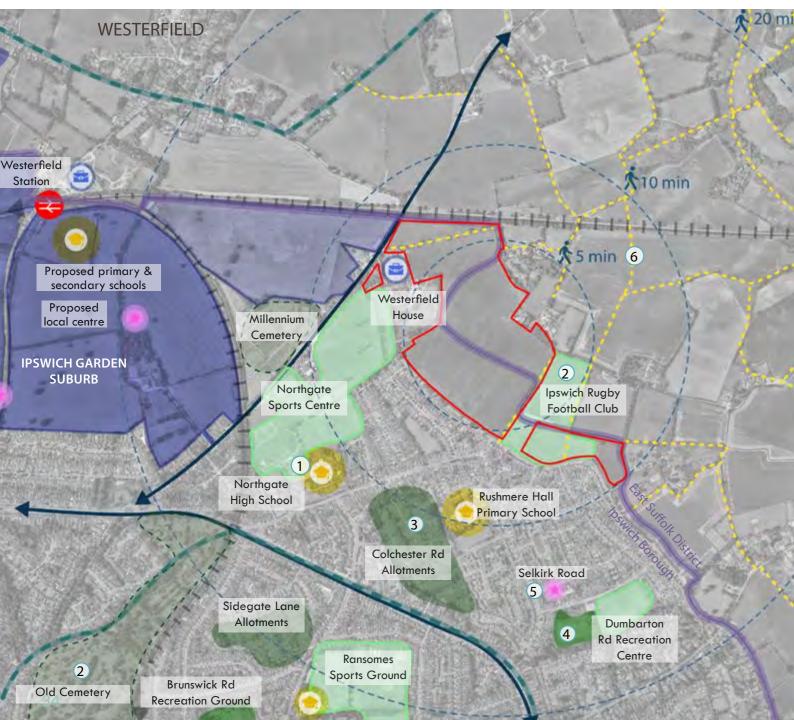
2.2. SITE CONTEXT

Site context and local facilities

In the west, the Site wraps around a parcel with a business use and later living facility that occupies the Grade II listed Westerfield House. A proposed extension of the care home has received planning consent and will proceed within a currently vacant site south from Westerfield House building.

The north-eastern edge of the site adjoins three farmsteads set in East Suffolk countryside setting. The south-western side fronts residential neighbourhoods on the opposite side of Humber Doucy Lane.

The site is located in proximity to a range of existing and planned community facilities, described on the right hand side.



Keys





Local schools (Northgate High Schools in the photo): Ipswich Rugby Football Club Rushmere Hall Primary School and Northgate High School are Forms a part of the sports infrastructure surrounding the site situated in proximity to the site, linked to it by Sidegate Lane.





Selkirk Road The closest local centre with non-residential uses on the ground floor

Dumbarton Road Playground The closest existing significant play area is located within 1200m radius from the site.



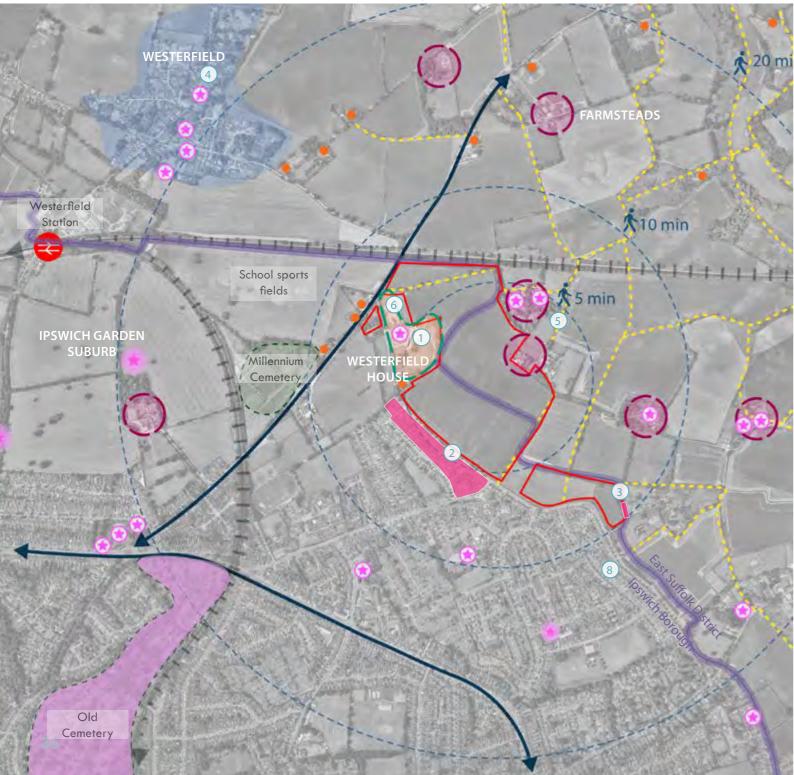
Fynn Valley PRoW

Heritage and local character

The character of the area transitions from rural landscapes in the north to a more suburban environment in the south. The site setting includes several heritage assets, both designated and non-designated, and due to the distance, has no effect on the closest Conservation area located south from Colchester Road.

Listed buildings in proximity include the Grade II Westerfield House neighbouring the western boundary and a number of buildings across the closest farmsteads linked to the site with a network of public rights of way.

Non-designated assets include Tarran Bungalows across Humber Doucy Lane and Seven Cottages along the south-eastern parcel's eastern boundary.



Keys

- Detached rural house
- ۲ Listed building
- 1110 Cemetery
- Train line
- Farmsteads
- Conservation area
 - Tarran Bungalows

Designated heritage assets



Westerfield House: Victorian residency that has been converted into a care home, and received a planning consent for further extension to the south.

Immediate local character



Westerfield Village: Some buildings of historical merit. Largely an extension of the post war urban-rural fringe.



Outbuildings associated with the Westerfield House that now create a cluster of small businesses in single storey converted units.

Countryside dwellings: Numerous detached houses on link roads between settlements

* Further details on heritage is provided within a separate report as a part of this application

Context analysis and policy overview

Non-designated heritage assets

Seven Cottages form an isolated terrace of artisan cottages. They have some historic significance and formed a part of the wider setting of the parish church (a grade II* listed building).

Farmsteads (Lacey's Farm pictured): Farm houses with associated out buildings, some of which residential.

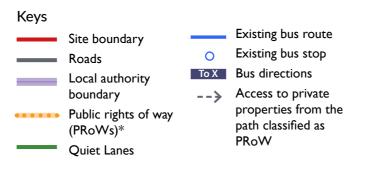




Two storey urban edge: Set in a suburban setting, mostly built from the 60s and 70s onwards.

Access and movement

The site is accessible from Humber Doucy Lane which connects to Tuddenham to the west and Woodbridge Road to the east. An existing bus route connects the neighbouring settlements to Ipswich Town Centre. Public Footpaths run northwards adjacent to the eastern boundary of the main parcel of the site and across the smaller easternmost parcel of the site, from Humber Doucy Lane through to Tuddenham Lane and beyond.





Humber Doucy Lane

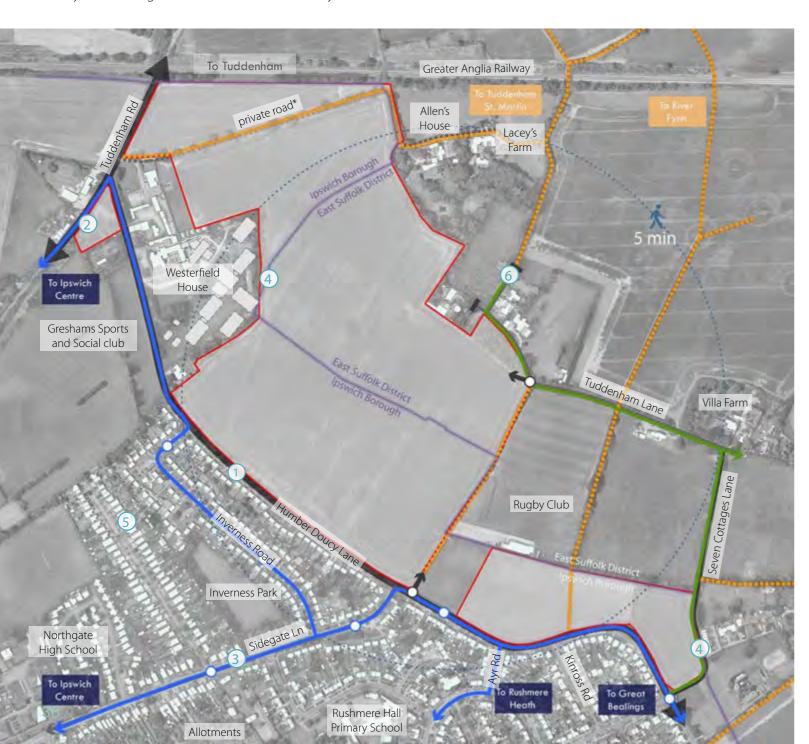


Bus stop on Sidegate Lane



Inverness Road

* PRoWs include footpaths and bridleways. The footpath connecting Lacy Farm to Tuddenham Rd also serves as a private access road



Context analysis and policy overview

Tuddenham Road

Seven Cottages Lane

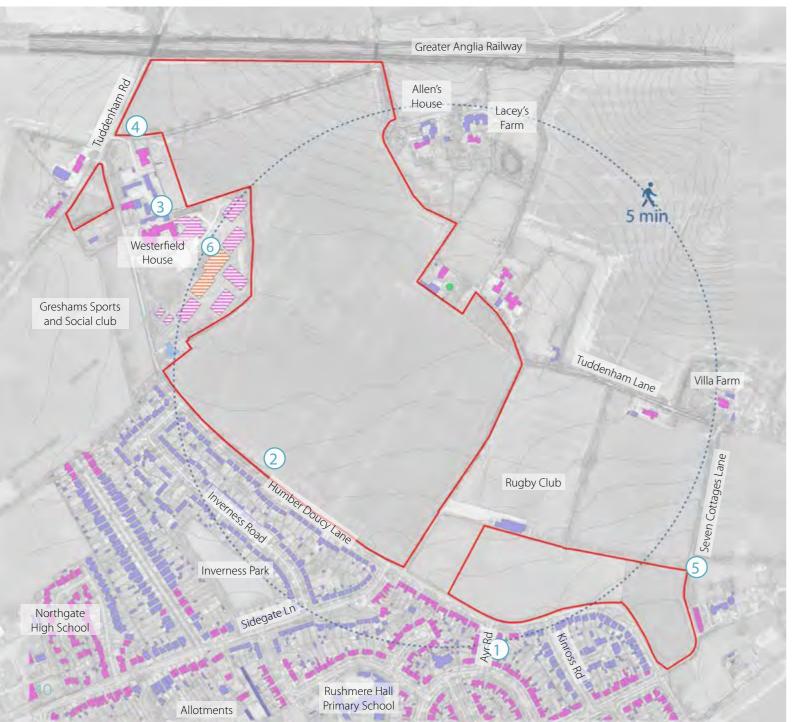
The quiet lanes offer pedestrians, cyclists, horse riders and other non motorised vehicle users an opportunity to use routes with little vehicular traffic safely for recreation and sustainable travel.

Building heights

The building height analysis has been undertaken to inform a proposed built form and scale that will be relevant to surrounding areas.

The average height in the areas adjoining the site is 1-2.5 storeys, with a planned development up to 3 storeys next to Westerfield House. The immediate context includes a large proportion of bungalows, including the majority of the buildings at the opposite side of Humber Doucy Lane, with the most sensitive context west from Sidegate Lane. The study has not identified any neighbouring precedent for taller elements used as landmarks or gateway buildings, apart from the water tower north from the central section of the site.

Surrounding farmstead typology consists of 'farm house' with surrounding 1 storey outbuildings of varying quality and use.





- 4 storey (water tower)
- Emerging context



2 storey semi detached houses to the south of the site.



Westerfield House is a Grade II listed late 18th Century 2.5-storey red brick house. The house is now a care home.



Compact Seven cottages to the east of the site, set between Villa Farm and Rushmere St. Andrew on a former farmstead.

Tarran Bungalows facing on to the site west from Sidegate Lane.

1.5 storey/double height barns: This typology has dictated the local style for new buildings, with many opting for 'barn' style extensions.



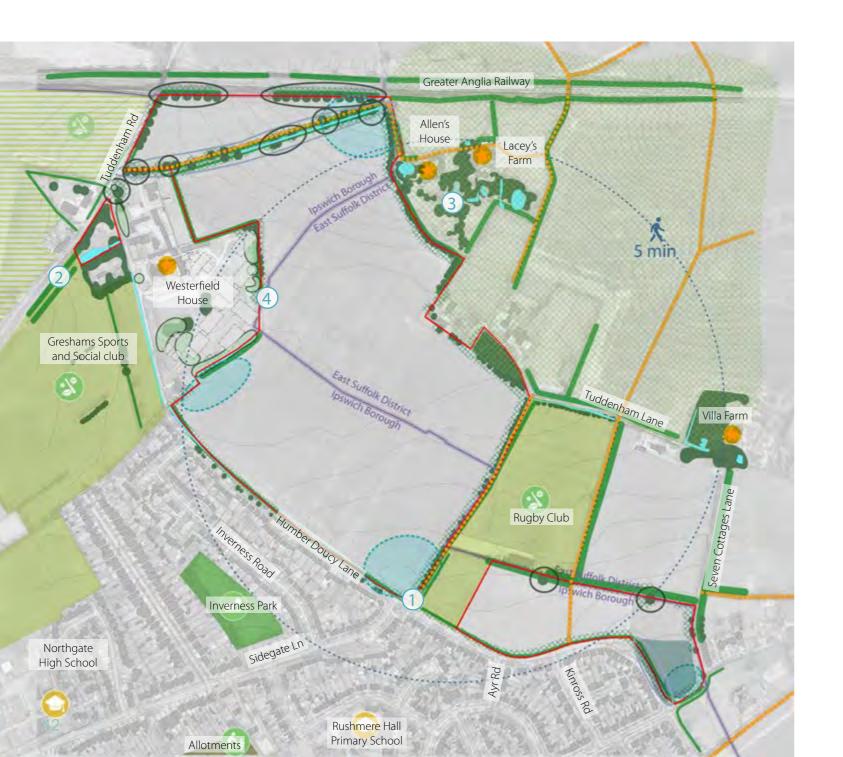
Planned extension of the Westerfield Care Home comprises of 2.5-3 storey buildings (CGI from DAS for Westerfield House Care Form by KLH Architects LTD, 2022)

Landscape and public realm

The diagram shows existing features of green and blue infrastructure, including the closest open green spaces, public rights of way, areas of trees and hedgerows, water bodies and listed buildings.

One of the major landscape characteristics of the site is an open rural setting from the East Suffolk side. The edges of the site are aligned with trees and hedgerows, with a significant triangular tree cluster next to Tuddenham Lane.

There are existing mature trees along the boundary with Westerfield House, these are subject to a Tree Preservation Order. The other important row of trees is stretched along Humber Doucy Lane just outside the red line boundary.

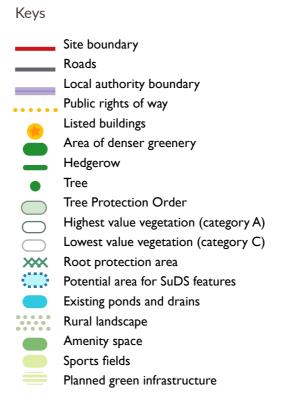


An arboricultural survey has identified the categories of existing trees and hedgerows, and requires root protection areas across the site. Some high value category A trees have been identified in the northern part of the site, along the railway line and the public right of way. Another two A category trees are within the small south-eastern parcel, at the Rugby Club boundary. Existing hedgerows, patches of woodlands and public rights of way play an important role contributing to the character of the place.

Currently there are no existing ponds within the site boundary, however, an area of surface water flooding has been identified in the south-eastern corner of the southeastern parcel. The lowest topographical areas have been highlighted to guide the future provision of sustainable drainage within the site.

There is a number of sport facilities in proximity to the site, including the directly adjacent Rugby Club and Greshams Sports and Social Club with a range of outdoor sports pitches and indoors facilities which, however, have limited access for the general public. Part of the Rugby Club separates the central development parcel from the south-eastern one.

The closest existing amenity space is Inverness Park, which has informal access points from Inverness Road and Sidegate Road. To the south from the site there is an extensive allotments area.



Context analysis and policy overview



Rugby Club



Greshams Sports and Social club



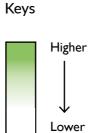
Lacey's Farm

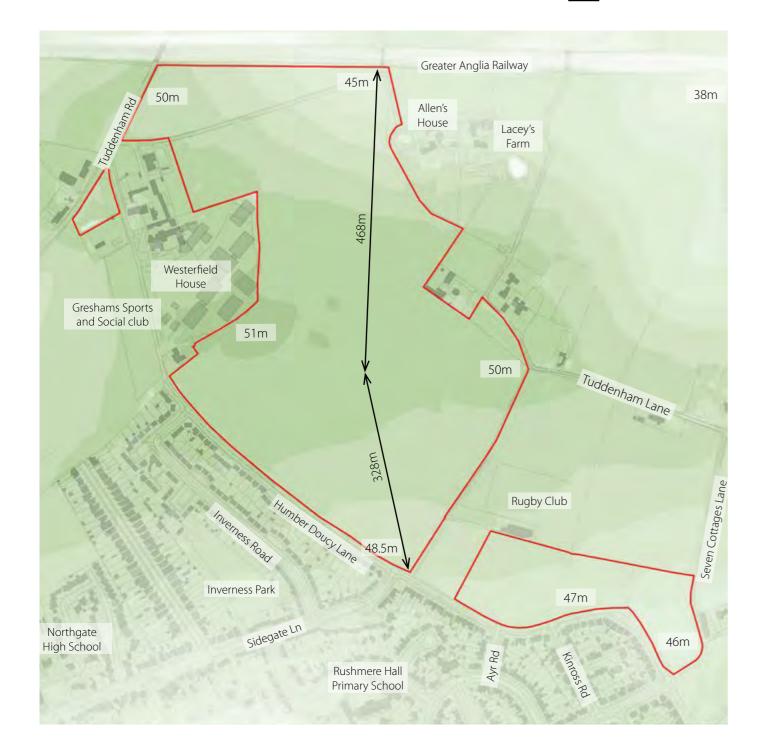


Mature tree boundary with the care home site

Topography

The site does not have major slopes or height differences, which provides a good opportunity for the development, but it does gently slope down north and south, highlighting the potential locations of the SuDS features in those corners. The mid area shown darker in the plan below indicates the higher part of site which sits at 50.5m, the lowest area to the south eastern corner of the plan lowers to 46.5 and while to the north eastern corner it lowers to 50, and goes down towards the Fynn Valley to as low as 38 m.







Context analysis and policy overview

2.3. LANDSCAPE

Existing landscape character

The Site comprises three irregular-shaped fields formed by arable farmland and a rugby playing field, as well as a small area of land with outgrown vegetation (referred to as Parcel A, B and C; refer to plan below). The field boundaries are generally comprised of well-established native hedgerows and trees. The Site has a gently undulating landform with slightly sloping down towards the north east corner and towards the south of the Site, and a highpoint in the centre of the Site.

There are two public footpaths across the Site, namely Rushmere 17 and 5, and one public footpath Rushmere 6 running alongside the eastern boundary of Parcel B. The Site is not covered by any statutory and non-statutory designations for landscape character and quality, although a few Grade II Listed buildings lie adjacent to the Site's boundaries to the north east and west.

The Site is relatively ordinary in terms of landscape character, with the southern and western parts influenced by vehicular traffic along Humber Doucy Lane and Tuddenham Road respectively. The Site is also influenced by the Greater Anglia Railway Line to the immediately north. Some of the existing rugby pitches to the north of Parcel C have floodlights. Parcel C is less typical to the wider rural landscape character, given that part of it is currently a rugby playing field. The Site becomes progressively more rural in character to the further north and east.

The Site is well contained from its surroundings, and views are generally restricted to near distance roads, public rights of way and neighbouring properties, where gaps in the boundary vegetation allow views into and across the Site. The Site is further screened from the wider landscape, owning to a combination of the local landform and existing mature landscape framework.



Photos Locations Site Boundary



Photograph 1 from public footpath Rushmere 5, within the southern part of Parcel C looking north.

Ipswich Rugby Club Water tower

Allen's House



Photograph 2 from within the south western part of Parcel B looking north.

Recently constructed buildings to the rear of Westerfield House



Photograph 3 from within the north western part of Parcel B looking south west.



Photograph 4 from within the northern part of Parcel B looking south

Context analysis and policy overview

Residential property along Tuddenham Lane

Residential property at Allen's Farm

Tuddenham Road **Business Centre**

Landscape opportunities and constraints

Prior to the formulation of the Development Framework Plan, a landscape opportunities and constraints plan was produced to summarise the key landscape items for consideration in the masterplanning process.

- 1. The existing trees and hedgerows should be retained wherever possible, particularly the mature oak trees and hedgerows along the footpath route and the northern Site boundary, as well as trees covered by a TPO along the western Site boundary.
- 2. A landscaped edge to the northern / north eastern boundary of parcels B and C should be included into the proposals, providing a soft edge where the development meets the countryside, creating a new settlement edge. This will also allow for the facilitation of a 'Green Trail' with informal recreational routes, as required under policy, as well as accommodating new structural planting, attenuation basins and play provision.
- 3. Proposals should retain the public footpath routes which cross the northern part of parcel B and the centre of parcel C, incorporating these routes through areas of open space where possible.
- 4. Built form should be set back from the proposed Green Trail route. Additional screening of structural planting will be provided to the boundaries with the Listed Buildings at Westerfield House to the west and Allen's House to the north-east.

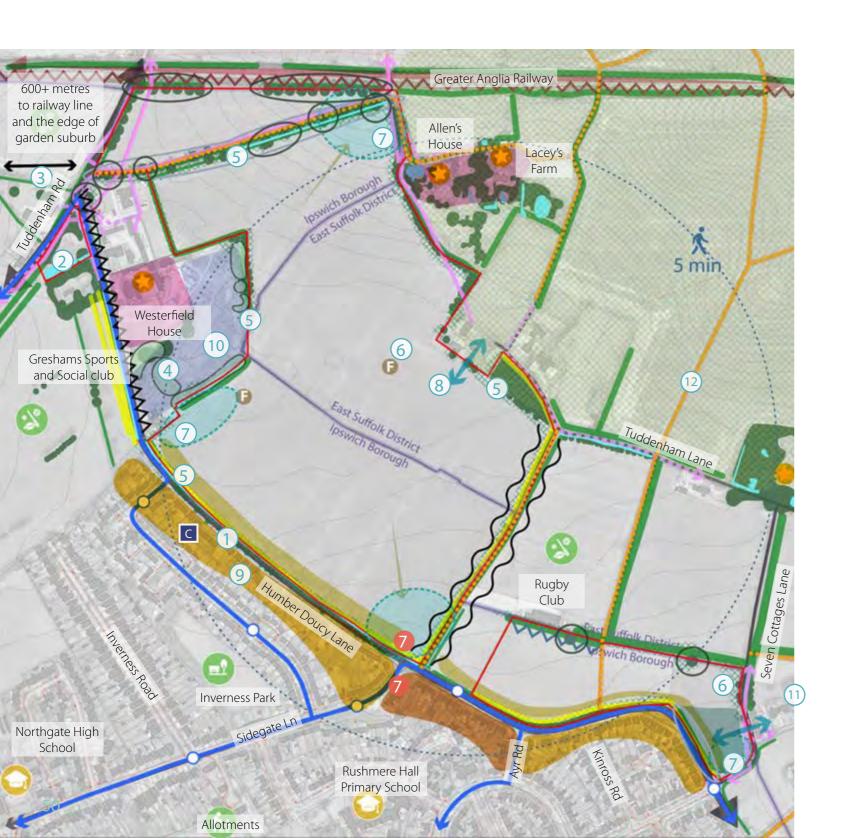


Context analysis and policy overview

2.4. COLLATED SITE CONSIDERATIONS

Collated site constraints

The plan below summarises the data received from the Site surveys and provides an overview of the illustrative constraints and key site challenges that will be taken into consideration for the development of the proposals. It considers existing landscape and heritage assets, as well as spatial and infrastructural constraints, features important for the local character and challenging viewing corridors and edge conditions.



Spatial

- Constrained edge along Humber Doucy Ln (hedgerows, trees, underground utilities)
- (2) Restrained and detached parcel
- 3 More than 600m to the edge of the planned Garden Suburb, with a separation created by the railway line

Landscape

- (4) Location of TPOs around the Westerfield House site
- (5) Key existing vegetation
- 6 Opportunity for extended buffer zone from mature trees and vegetation
- The lowest areas within the site potentially suitable for SuDS features

Character and heritage

- 8 Potential overlooking with the farmstead
- Object Sector State S
- (10) Emerging assisted living development related to Westerfield House have been approved (Application case number 18/00526/ OUT)
- (1) Edge with non-designated heritage assets (Seven Cottages and Tarran Bungalows)
- 12 Public rights of way

Context analysis and policy overview

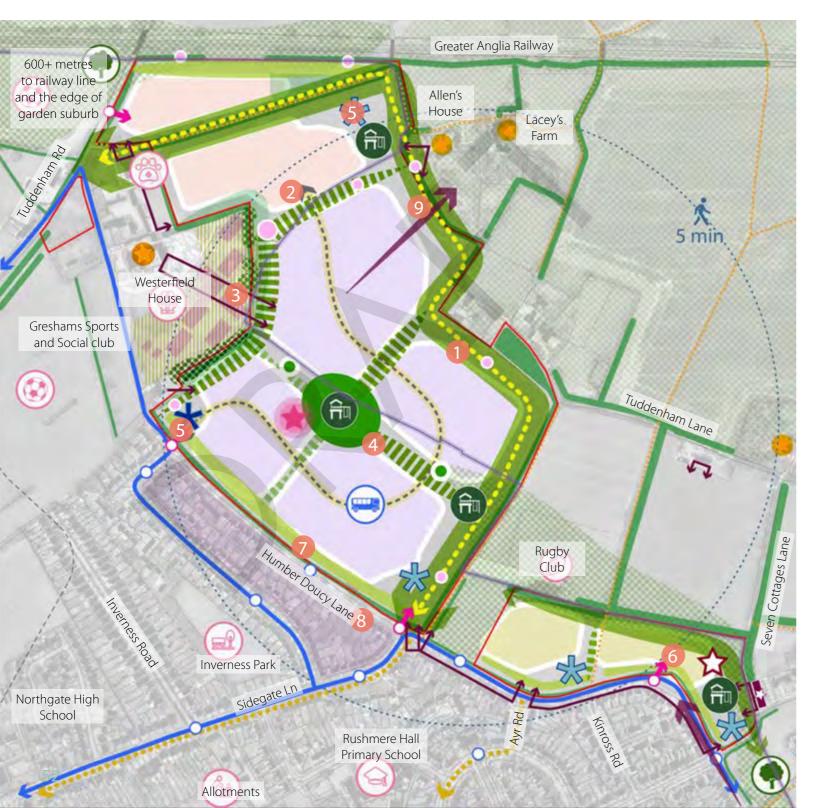
Keys $\sim \sim \sim$ $\sim\sim\sim$ -0-• \bigcirc \bigcirc \bigcirc \longleftrightarrow ~~~ \sim

Site boundary Roads Local authority boundary Public rights of way Greater Anglia railway Noise, disturbance and impermeability from railway Noise from the Rugby club Bus route/stops Listed building(s) Heritage setting area Area of denser greenery Hedgerow Tree Tree Preservation Order Highest value vegetation (category A) Lowest value vegetation (category C) Root protection area Potential area for attenuation basin Existing pond Flat areas Direction of slope Potable water easement Overhead utilities crossing the site highlighted Below ground utilities crossing the site highlighted Edge with bungalows (1 storey) Edge with 2-storey houses Edge to respond to existing Edge with rural areas Emerging development Views to existing house Relation to edge Lack of pavement

Site opportunities

Site opportunities derive from the Site Surveys and thorough analysis of existing conditions and constraints. The baseline in the assessment of the site opportunities is a sensitive approach to landscape and an aspiration to increase potential benefits and eliminate negative factors on the existing and future communities.

The diagram below illustrates how a cohesive green strategy can be achieved while referring to the historic features, protecting existing heritage assets and rural character, and improving the overall connectivity within the area.



- 1 Opportunity to integrate the planned Green Trail into the masterplan, restore the historic hedge line and reconnect the public rights of way
- 2 Green buffer dividing different character of the development on the Ipswich side and East Suffolk side
- 3 Enhanced green buffer to protect the setting of the listed Westerfield House
- Potential green corridor at the place of the historic hedgerow
- 5 Potential attenuation ponds at the lowest points of the site with the existing drains reused
- 6 Opportunity to create a landmark corner and a key terminating vista along Humber Doucy Lane
- 7 Create a meaningful buffer zone that responds to the Humber Doucy Lane environment and row of houses on the other side of the site
- 8 Potential access points and spine road
- Soft edge between the development and countryside
- Gradually decrease density and plot coverage closer to the countryside edge
- Create distinct character areas within the site to respond to the unique characteristics of the surrounding context



Westerfield House is a Grade II listed late 18th Century 2-storey red brick house. The house is now a care home.

Context analysis and policy overview

Keys

Site boundary
Local authority boundary
Public rights of way
Opportunity for main pedestrian links
Listed building(s)
Existing area of denser greenery
Existing hedgerow
Tree Preservation Order
Potential areas of planned green trail
Existing rural character
Existing bus routes/stops
Potential bus route extension and bus stops
Potential access points
Potential spine road
Areas suitable for development (character 1)
Areas suitable for development (character 2)
Areas suitable for development (character 3)
Suggested open space corridor to provide a landscape edge and facilitate the 'Green Tail'
Opportunity for enhanced green area along the road
Potential vistas
Opportunity for attenuation and swales
Opportunity for water feature
Opportunity for landmark element
Potential to restore historic pattern of bigger parcels
Opportunity for central open green space
Opportunity for a civic space - potential location of non-residential uses
Approved Planning Application for Westerfield House development
Potential active connections



3. HISTORY OF ENGAGEMENT

This section includes a summary of the public consultations and stakeholder engagement process.

3.1. APPROACH TO PUBLIC CONSULTATIONS

Overview

In an effort to engage the local community and gather feedback on the emerging proposals, a multi-faceted approach was implemented, utilising both digital and traditional communication methods. Consultation flyers were distributed to the local area, providing information about the consultation website, in-person exhibitions, a freephone number, and project email address to ensure inclusivity for those without internet access.

A survey designed to gather qualitative feedback was also distributed digitally and physically (at events or at the request of residents), the consultation flyer took people to the survey using the consultation website URL, QR code or by explaining that people could request physical copies. The freephone number and email served as a centralised point of contact, allowing residents to submit feedback, questions or request materials directly to the project team. This feedback mechanism was introduced on 18th October 2023 upon the launch of the consultation.

The consultation flyer reached 2,566 local addresses and the launch of a consultation website which served as a 'hub' for information dissemination and feedback collection. Over 3,900 individuals visited the website between its launch and February 2024, engaging with the content and participating with the online survey.

On 30th November 2023 an in-person exhibition was held which saw members of the project team directly engage with members of the local community. Attendees gave verbal feedback in addition to filling out physical feedback forms, free post envelopes were made available for those that wished to send their feedback at a later time. This event was attended by 255 people.

The engagement strategy also included elements such as webinars, social media advertising, and the distribution of a community update flyer. A webinar held on 1st November via Zoom was promoted through consultation flyers and the website, attracting 39 attendees who either participated live or viewed the recording online. Social media advertisements reached a broad audience, generating 10,958 impressions and enhancing the visibility of the engagement events. Following the initial engagement stage, a community update flyer was sent out on 14th December, summarising feedback themes and outlining future steps in the engagement process.

This multifaceted approach not only ensured a broad spectrum of community feedback through more than 515 survey responses but also demonstrated a commitment to transparency and inclusivity in the planning process. On 5th February 2024 a further round of engagement was launched utilising the methods outlined above. An update to the website and feedback form were made available to the local community with the launch of the second round announced through another flyer drop. On 15th February another in-person engagement event was held which was attended by the project team and 89 members of the public.

Feedback:

Public consultation October/November 2023

The public consultation revealed essential community insights and priorities for the proposed development, with a strong emphasis on the need for enhanced safety and expanded capacity of Humber Doucy Lane, including better accommodation for non-motorised traffic and addressing its insufficient width. The community also voiced support for varied housing tenures to ensure inclusivity and stressed the importance of integrating the development with current and future local infrastructure for better connectivity.

Sustainability and the maintenance of green spaces emerged as vital themes, with a push for green areas to preserve the locale's rural charm. Continuous dialogue with local stakeholders was highlighted to align the development with community interests. Additionally, the call for new play and open spaces was significant, with 43% of survey respondents supporting this need, alongside a demand for ample community infrastructure to assist with mental health, social unity, and child development.

Further engagement February 2024

Feedback from our further community engagement revealed that concerns remained around existing road infrastructure, with some residents worried that current roads might struggle with increased traffic and raising safety issues. However, there was praise for the new pedestrian crossings, segregated cycle path, and proposed bus route.

There was a mixed response to the proposed access via Humber Doucy Lane, with some noting a preference for an access on to Tuddenham Road. The need for adequate school capacity and healthcare access for new residents was highlighted, alongside a call for the preservation of green spaces. There was recognition of need for new housing in the area, with a keen interest in the house type and tenure. There was some interest in engaging collaboratively on the proposals moving forward and lots of interest in anticipated timeframes.

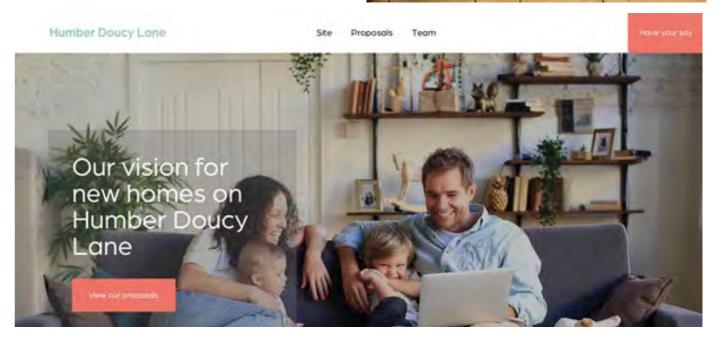
3.2. STAKEHOLDER ENGAGEMENT

Stakeholder engagement overview

The Applicant and project team were keen to engage with key stakeholders in order to gain their perspective and feedback on the emerging proposals for the site, so that this could then be considered when developing the proposals. Throughout the community engagement process (October 2023-February 2024/ present), the project team met with a number of key local stakeholders to discuss the proposals, taking their feedback into consideration as the design development continued. A number of other political and community stakeholders were also offered an opportunity to meet or invited to engage with the proposals via the public consultation and exhibition events. Further detail on the stakeholder engagement and feedback can be found in the Statement of Community Involvement accompanying this submission.

Alongside this, throughout the duration of the masterplanning process, a series of meetings were conducted with representatives from Ipswich Borough Council and East Suffolk Council to gain insights into the authorities' vision for the area. These engagements aimed to align the project's objectives with the broader goals and policies of the local authorities.

Please refer to the Statement of Community Involvement which has been submitted alongside this planning application for a complete community and stakeholder engagement strategy.



The images below illustrate the public consultation advertisement materials, consultation materials and the website

Take part in our consultation on plans for new homes on Humber Doucy Lane



Do you live near Humber Doucy Lane?

Want to learn more about plans for new homes on Humber Doucy Lone? Join our webinar or attend our community engagement event! Find out more by visiting www.humberdoucylane.co.uk





4. THE VISION

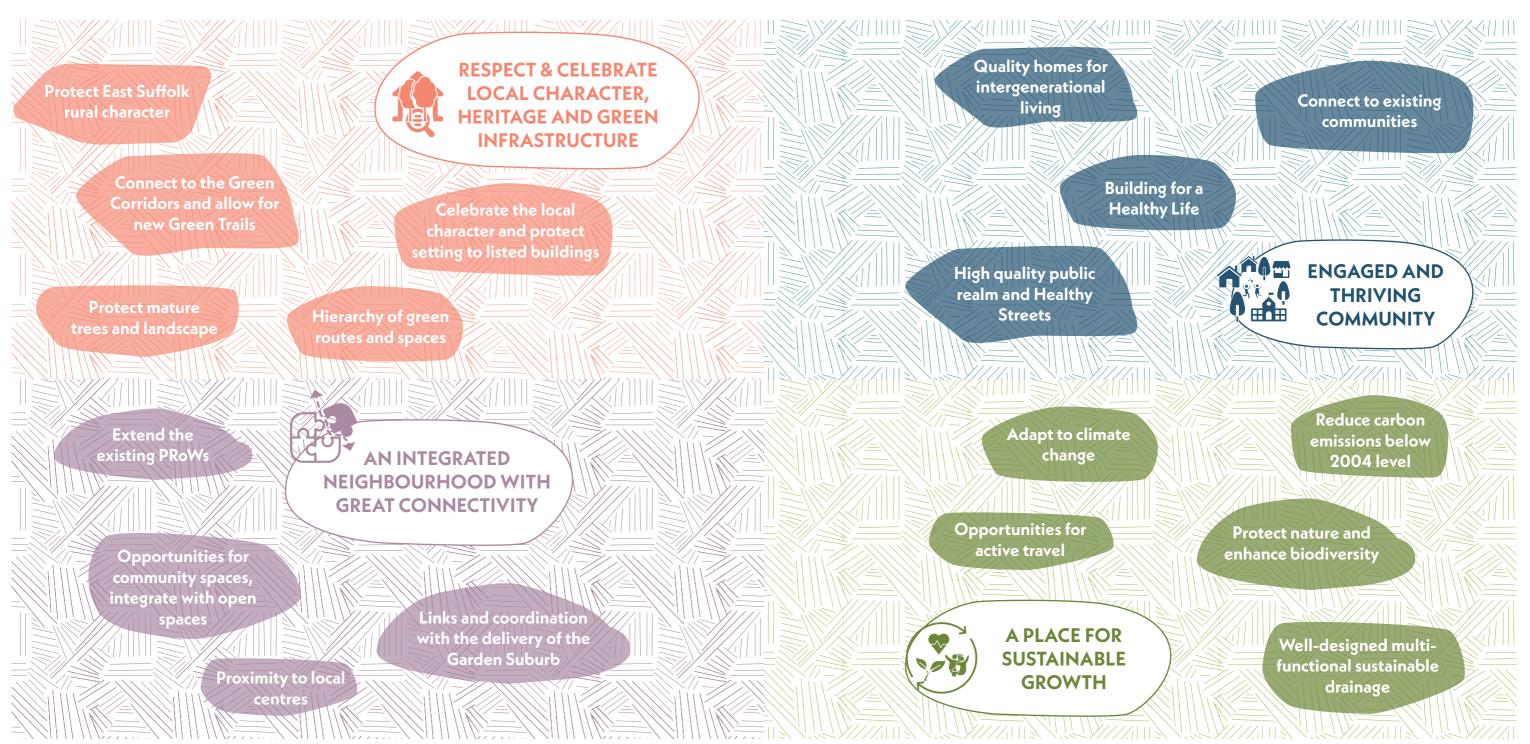
4.1. KEY DRIVERS

Key drivers

After undertaking extensive site analysis and policy review, the below drivers have been identified to achieve the vision for the Humber Doucy Lane Masterplan. The key drivers have been categorised into four overarching principles that respond to local character, connectivity, community and the environment.

Site characteristics and local character

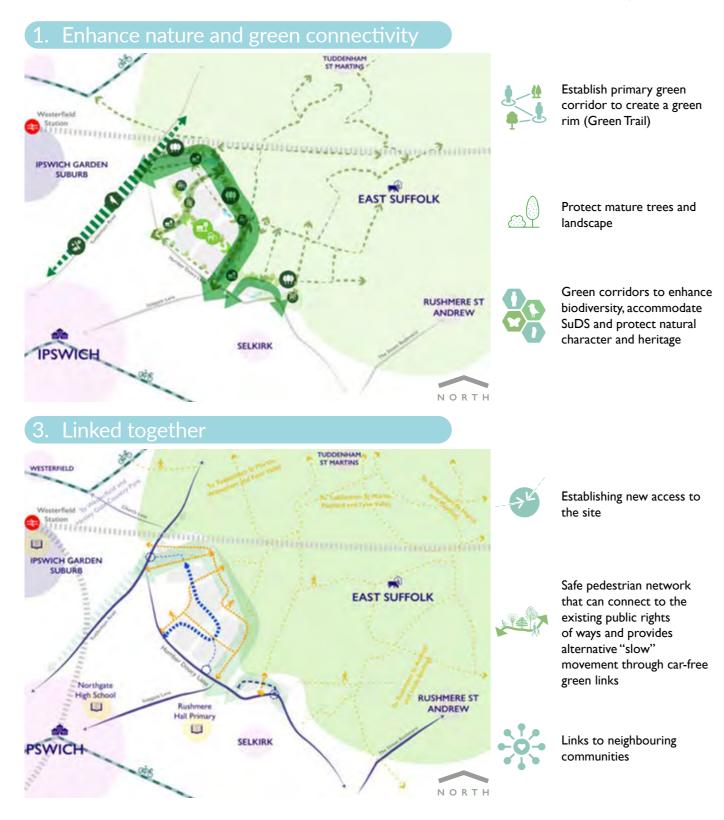
- Community views and feedback
- Movement and connectivity
- Local planning policy and sustainability goals

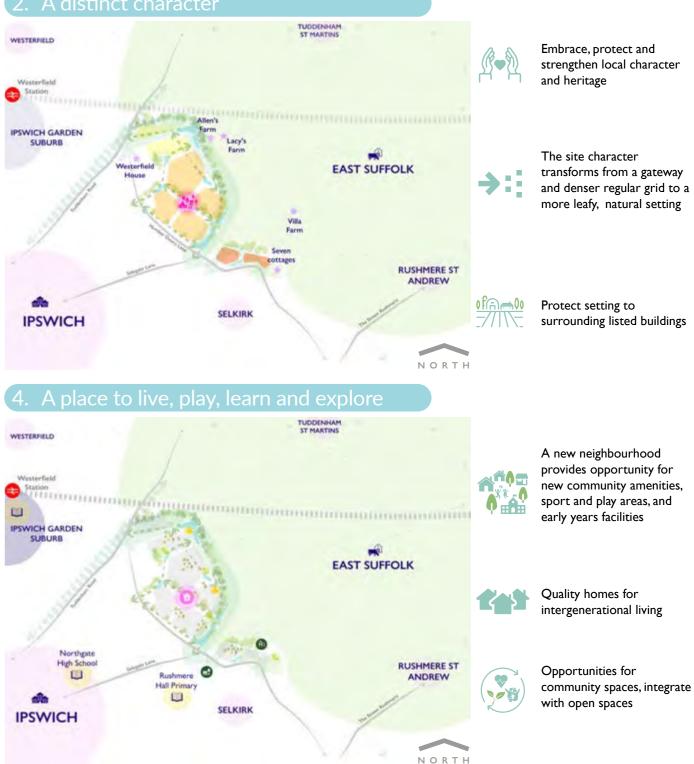


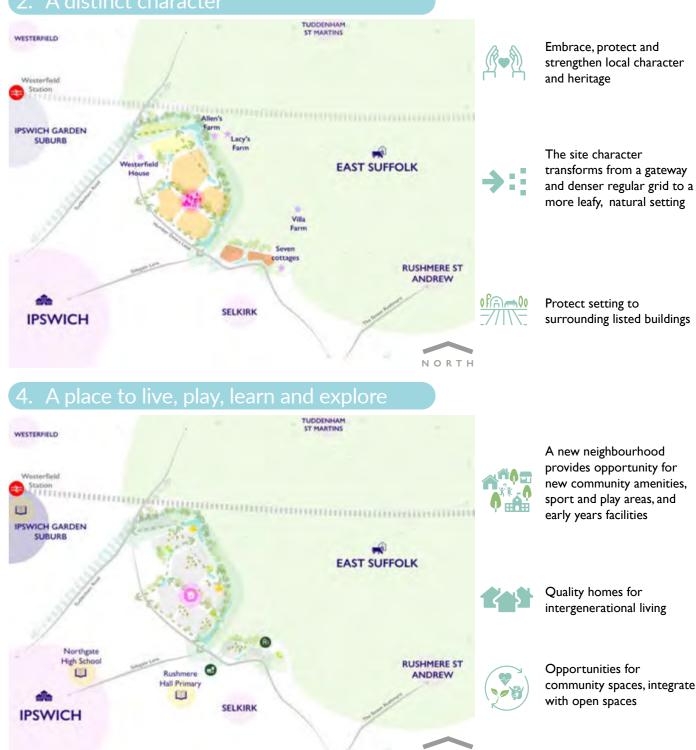
The Vision

4.2. PLACEMAKING APPROACH

The new community will recognise and celebrate the green and heritage assets, as well as existing neighbouring communities. It will be stitched into the environment and driven by bold landscape and biodiversity aspirations. Four major design moves explain the rationale behind the development of the masterplan for Humber Doucy Lane site.







4.3. VISION

A vision for Humber Doucy Lane

The land north of Humber Doucy Lane offers the opportunity to create new vibrant and sustainable communities, seamlessly integrated with existing context including the established neighbourhoods in the south and unique rural character of East Suffolk in the north. The existing network of public right of ways and Quiet Lanes provides excellent cycling and pedestrian links with neighbouring villages and creates numerous opportunities to further encourage an active lifestyle and increased wellbeing for all.

The planned Green Trail will cross the site in the north, extending this opportunity for future residents and other communities across lpswich while enhancing and embracing biodiversity net gain.

The new neighbourhood will achieve a commitment to deliver much needed new homes, including affordable housing whilst ensuring high levels of connectivity with the existing social infrastructure in Ipswich and integrating well with existing and new neighbourhoods. "Creating a greener, brighter, more connected Humber Doucy Lane. Designed for communities to thrive. Embedded in nature."



A SAFE, INTEGRATED NEIGHBOURHOOD WITH GREAT CONNECTIVITY



<image><image>





OPPORTUNITIES FOR NEW FACILITIES FOR THE COMMUNITY



The Vision





A vision for Humber Doucy Lane



Masterplan reflects **the local** policy and helps to achieve the aspirations set in **IBC and ESC** local plans

Provide quality homes that meet current and future needs.

Create a **locally** distinctive and sustainable community.

> Achieve high levels of connectivity with Ipswich.

Biodiversity net gain through the enhancement of retained habitats and the creation of **new** habitats.

A neighbourhood characterised by **green** spaces that could be used for a wide variety of outdoor recreation uses.

NORTH

This vision provides a sustainable new development north of Humber Doucy Lane. It will deliver considerable environmental benefits through the creation of a central open green space and a series of connected green corridors. The vision embraces significant areas of green and blue infrastructure that can be enjoyed by existing and future residents.

PRP | DAS | Humber Doucy Lane Masterplan

4.4. FRAMEWORK PLAN

The masterplan framework is based on the careful balance between urban design analysis, key constraints and opportunities and the key design drivers. This framework masterplan has also been presented to both the community and local stakeholders.

The framework masterplan promotes a particular importance to the creation of a characterful place, which lasts for successive generations. It will provide much needed housing, amenities and open space to support surrounding neighbourhoods in the south and unique rural character of East Suffolk in the north.

Residential and associated land uses are arranged in clusters, connected by a series of green links. The central core of the site will become a large open green space with play and recreational facilities. This central park will be well-overlooked by a higher density area and a portion of the site comprised on non-residential uses.

The framework masterplan considers:

- Provide approx. 660 high quality, beautifully designed homes which meet the needs of a diverse range of households.
- High quality green public open spaces in close proximity to all homes embedding a culture of living by nature whilst meeting and going beyond the requirements of policy.
- Two major green routes running northwest-southeast and southwest-northeast provide pedestrian, cycling and biodiversity links. Crossing at the central open green space which provides a destination point for existing and future residents.
- Vibrant green trail acts as a usable buffer between the countryside edge and the proposed new homes.
- Provide an area for non-residential uses to support new and existing communities both in and around the site, well-overlooked by an area of higher density housing.
- Three distinctive and unique character areas which respond to the unique environments within the site and reflect the diversity present in the surrounding area.
- Create a movement network which connects with the existing links and provides an opportunity to extend and improve the existing bus routes along Humber Doucy Lane.
- A placemaking strategy that highlights the main entrance to the site as well as aiding legibility through the site by creating key corners, landmark features and gateways.
- A Sustainable Drainage Strategy that is incorporated into the landscape design creating interesting landscapes within the green areas.





5. DESIGN **STRATEGIES**

5.1. FRAMEWORK STRATEGIES

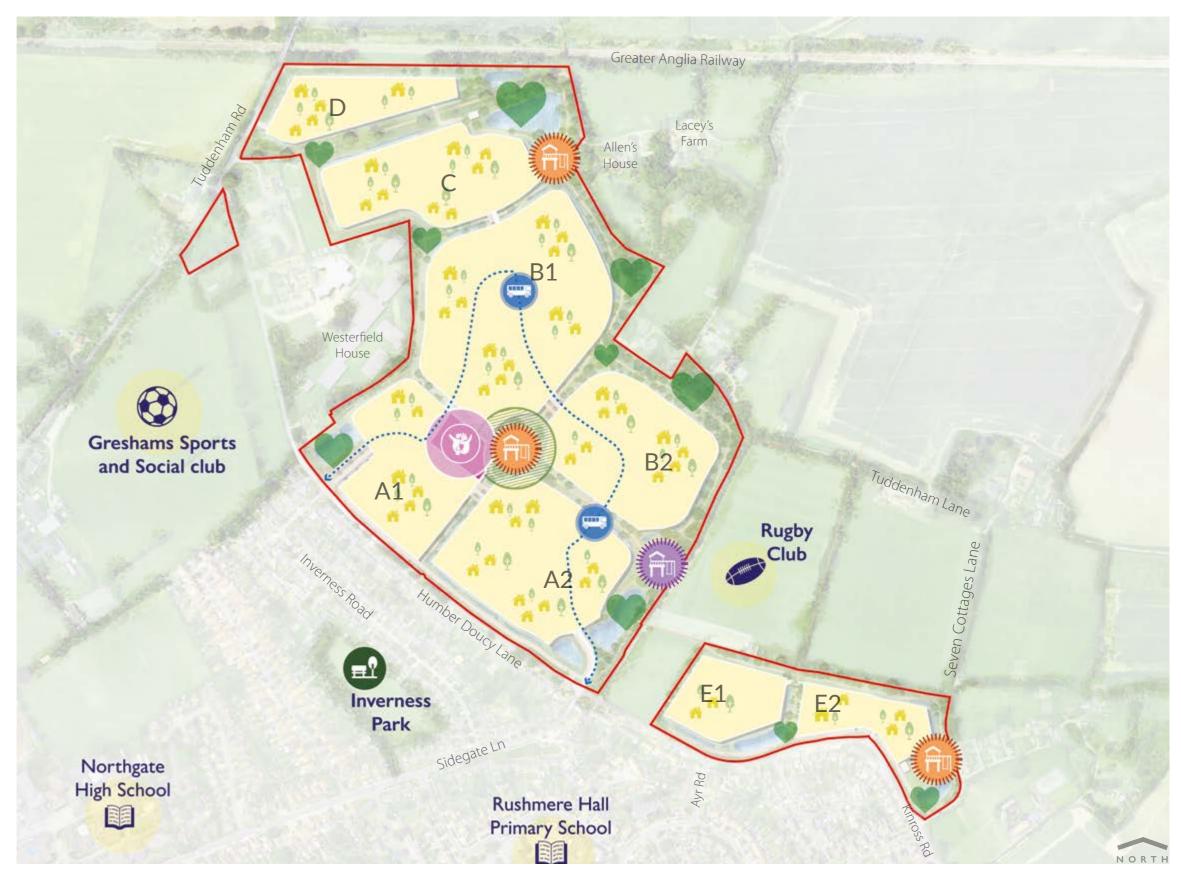
Land use and community facilities strategy

The land use strategy identifies residential and nonresidential uses within the Site.

The masterplan is based on a landscape-led approach and is informed by existing landscape features such as trees and hedgerows, public rights of way, areas of surface water flooding, and topographic levels. Forty percent of the site is allocated for non-residential uses, including open space, community facilities, and drainage.

The predominant use across the site is residential. The framework presents an opportunity to incorporate non-residential uses within the mixed-use parcel that fronts both the spine road and the central park. This plot is allocated for the provision of a nursery up to 0.22ha and commercial space up to 400 sqm. Additionally, the plot has a potential for provision of apartments above the commercial use, diversifying the housing offer and providing an opportunity to create a heart for the new community.

Other non-residential uses within the site include play areas in the form of LEAP and green corridors, MUGA and informal sports space, as well as areas for sustainable urban drainage, including attenuation ponds, swales, and pumping stations.



Key

Outline application boundary

Development parcel for residential uses

- Mixed use development parcel
- - Indicative location of LEAP (local equipment area of play)
 - Indicative location of MUGA (multi-use games area)

Indicative bus route and bus stops

Central open space

Access and movement strategy

The access and movement strategy identifies the principles of the proposed vehicular access to the site and the internal circulation. This strategy will be supported by a transport assessment and modelling, which will form part of this application.

Spine road

The spine road provides the main access to the site from Humber Doucy Lane and serves the majority of the parcels, with the exception of parcels D in the north and E in the south-west. It will access the site opposite Inverness Road, loop around the middle of the site and the central open space, continue to the north of the site and end at parcel B1.

Apart from vehicular movement, the spine road corridor accommodates a number of other functions. It doubles as a main pedestrian and cycle route and SUDS corridor, and the majority of the spine road doubles as a bus route.

Potential access points

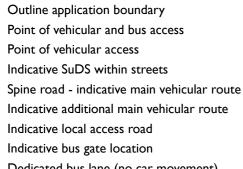
Main access to the site will be provided in the form of a signalised junction between the Spine Road, Humber Doucy Lane and Inverness Road.

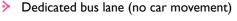
Two additional access points will serve the parcels E and D in the north and the south-east of the site. There will be no vehicular connectivity between the roads serving these parcels and the spine road. In the north, access will be provided from Tuddenham Road. The south-eastern parcels will be served by the junction at the bend in Humber Doucy Lane.

All proposed access points have been carefully chosen to comply with the speed and visibility requirements and to eliminate any disturbance to the existing driveways south from Humber Doucy Lane.











Access and movement strategy

Approach to site access junctions

Based on the proposed traffic movements a ghost island junction would be necessary. A signalised ghost island junction was selected as it provides a compact footprint over the non-signalised options thus reducing its impacts.

A location for the junction was chosen based on the following criteria:

- Maximise retention of the existing hedgerow to the northern side of Humber Doucy Lane
- Minimise impact on the driveways/access to and from the existing properties on Humber Doucy Lane
- Minimise the impact on the existing trees along the southern side of Humber Doucy Lane
- Reduce vehicle speeds on Humber Doucy Lane
- Increase the safety of existing turning movements to and from Humber Doucy Lane as well as proposed vehicle movements from the development
- Provide safe access/egress for pedestrians and cyclists
- Allow access to and from the development for buses

The proposed location is on an existing junctions as opposed to a junction along the road which would cause more removal of hedgerow and increased impact to existing residents.

Vehicle access from the Sidegate Lane junction was considered but it was deemed to be unsafe due to the close proximity to the existing Rugby Club access. A bus gate access has been selected along with safe pedestrian and cycling connectivity in the form of a Tiger crossing.

The signalised junction on Inverness Road would provide a safe crossing point for pedestrians and cyclists as well as four way control of vehicles which can be set to prioritize traffic movements and to suit the traffic flows. Furthermore, the introduction of a signalised junction and a formal tiger crossing will provide necessary speed control along Humber Doucy Lane.

Illustrative vision for the main access to the site



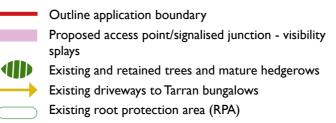


Driveways along Tarran bungalows



Mature trees and mature hedgerow along Humber Doucy Lane,

Key



Pedestrian and cycle movement strategy

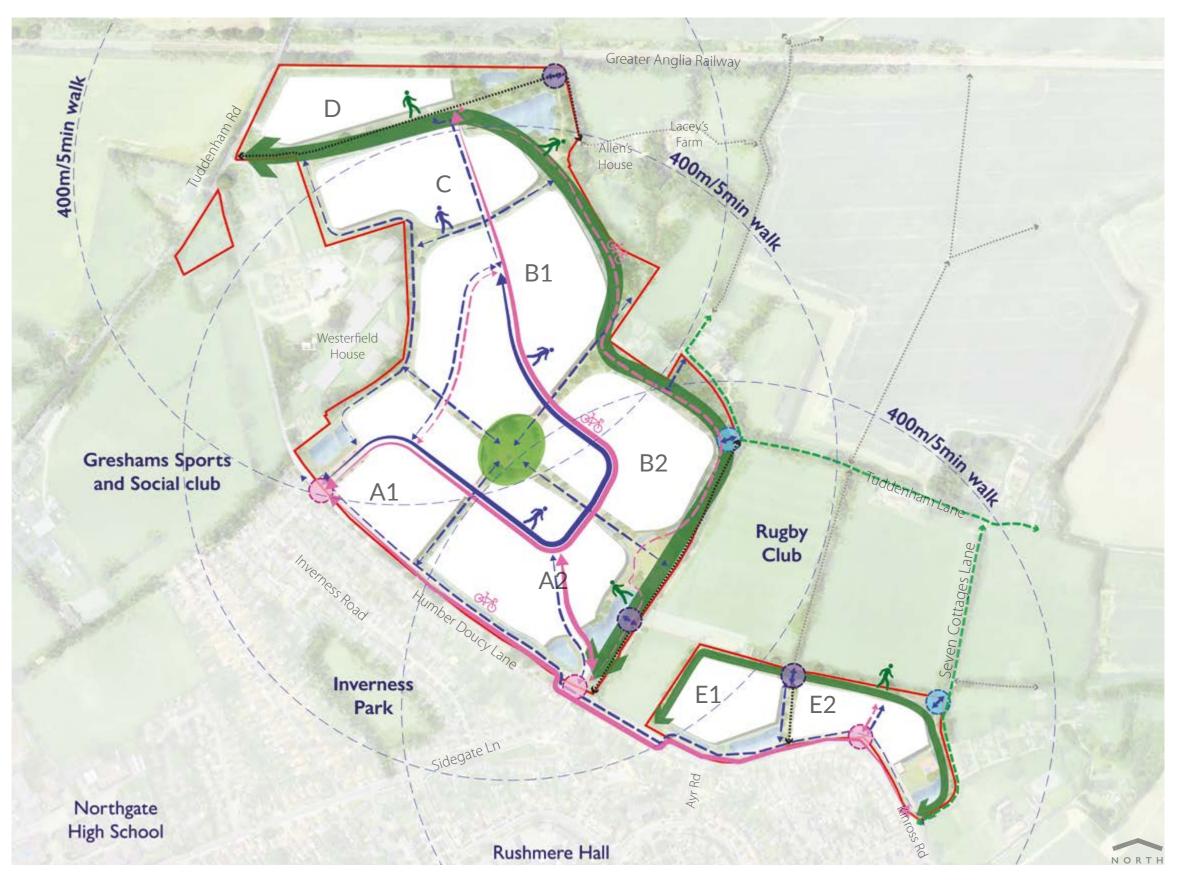
The proposed pedestrian and cycle network comprises of several layers and works for a formal 'fast' movement within the road corridors and informal 'slow' movement within the green corridors.

Formal links include the improvements to the footways and a new cycle lane along Humber Doucy Lane, that will go along the existing road behind the existing hedgerow in order to retain the important natural asset.

Other formal pedestrian and cycle routes will be provided along the spine road and along the section of the road that connects the spine road to the bus gate/ emergency access to provide pedestrian and cycle access to Sidegate Lane. The pedestrian link along the spine road is considered the main pedestrian link within the site.

Informal, or leisure routes will provide links through the green corridors and connect to the existing public rights of way and Quiet Lanes. Informal pedestrian and cycle routes along the Green Trail will curve around the development from the western edge, and more informal paths along the site boundary will provide a continuous loop around the site.





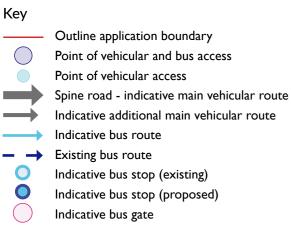
Public transport strategy

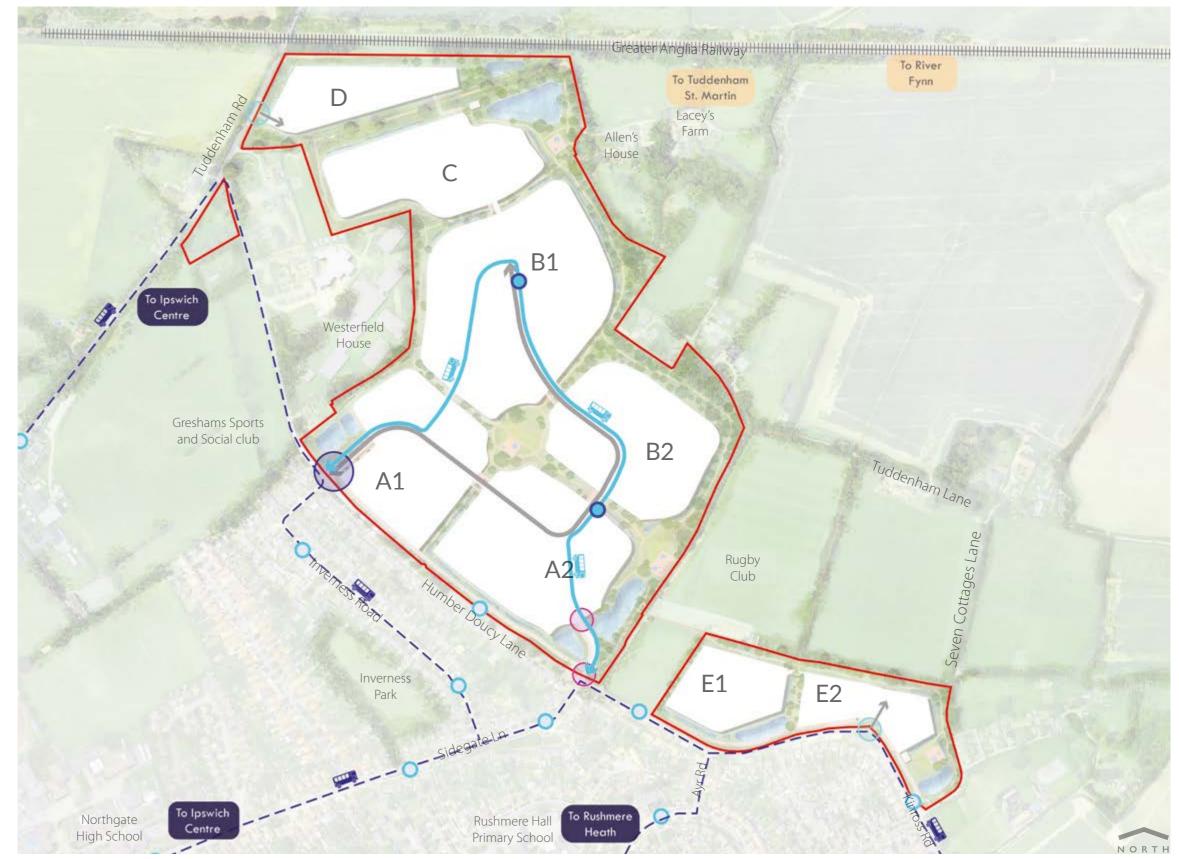
The public transport strategy identifies an opportunity to extend the existing bus routes into the site to enhance the bus catchment area.

Proposed bus route traverses the site and follows the northern side of the spine road. Two sections of the bus route are arranged within secondary roads traversing the development parcels. Access point opposite Sidegate Lane serves as a bus gate and emergency access only, with a section of the road between Humber Doucy Lane and the A2 development parcel serving as a bus/ emergency route only with no general car access.

Two bus stops are distributed along the route in a way that ensures 400m walking distance from every property within the development.







Density strategy

The density strategy is informed by the preliminary studies on the existing context and aims to achieve density distribution that is efficient and appropriate for the setting.

The proposed approach to density follows the Ipswich Council aspirations for low-density development of at least 35 dwellings per hectare set in the Ipswich Borough Council's Local Plan (adopted in March 2022). This average density will not be exceeded in the sensitive areas adjacent to the one-storey bungalows at the opposite side of Humber Doucy Lane, around Westerfield House and the care home, and along the open East Suffolk countryside at the northern side of the proposed development.

The area surrounding the central open space and adjacent to the spine road is seen as an opportunity to create a heart of the community, with non-residential uses, open space and bus stops at the doorstep. To support the central character of the space there is an opportunity to increase the density in this area up to 40 dwellings per hectare.



Key

Outline application boundary 35 dw/ha average Opportunity to increase density average to 40 dw/ha Indicative mixed-use development location



Heights strategy

The heights strategy is closely related to the density strategy. It respects the existing context and potential visual implications on the adjacent neighbourhoods, listed buildings and open countryside, and is informed by the LVIA report.

The predominant proposed height within the site is 2-2.5 storeys. Lower heights (1-2 storey) are recommended along the sensitive edges of the development, which include the interface with one-storey bungalows at the opposite side of Humber Doucy Lane, and edge with the open countryside and farmsteads at the northern edge of the proposed development.

The area proposed for higher density is located around the central open space and adjacent to the spine road. It has a potential to accommodate higher developments up to 2.5-3 storeys. It will be will be screened from the most sensitive setting by lower development parcels.



Key

Outline application boundary
 Up to 2 storeys
 Up to 2.5 storeys
 Up to 3 storeys

Approach to edge conditions and relationship with the context

The section demonstrates the sensitive approach to heights screened from natural edge and existing neighbourhoods distribution across the site.

The edge condition with Humber Doucy Lane is proposed as lower (up to 2 storeys) houses, screened from Humber Doucy Lane with a retained hedgerow. This solution will allow to preserve the semi-rural views mentioned in the North Character Area report (Ipswich Urban Characterisation study) with minimal disturbance to them.

Moving north-east, the heights will rise up to 2.5 storeys along the Spine road, and will reach up to 3 storeys around the centre of the site, next to the central open space. Hidden in the centre of the site, the area of the maximum height will benefit from the flat topography and will be

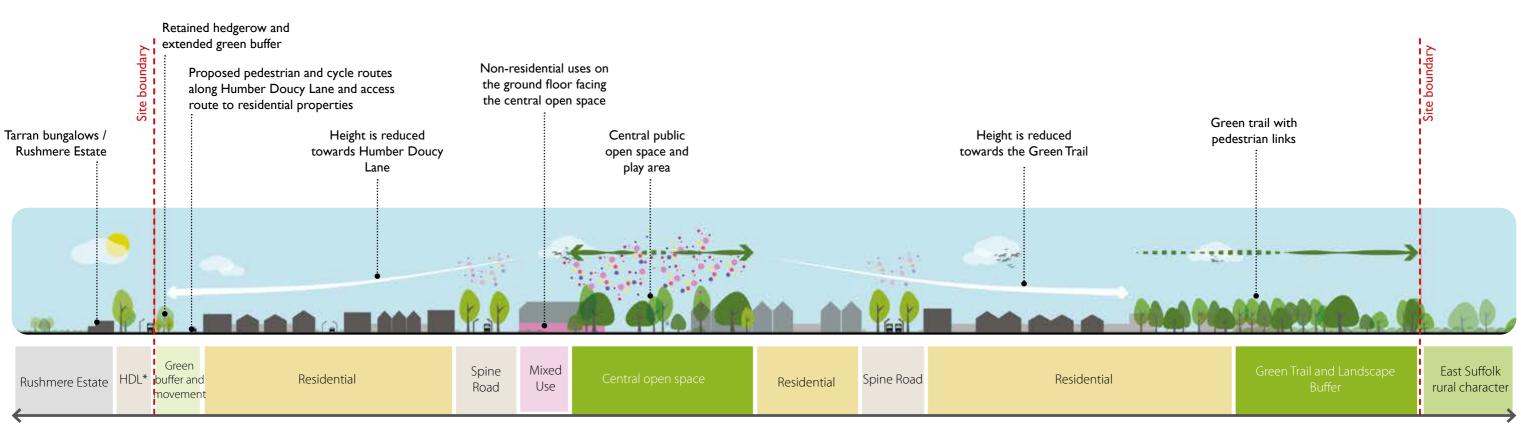
with lower development around it. The height of 3 storeys will be in line with the existing Rushmere Estate heights and the new care home next to Westerfield House.

Moving north-east, the heights will step back down gradually, allowing for a sensitive edge (up to 2 storeys) along the Green Trail, while the Green Trail itself will serve as a screening buffer between the development and the rural areas within the ESC boundary. This sensitive edge condition has been highlighted as a separate character sub-area within this document.

Location of section



Illustrative section through the site (A-A)



*HDL - Humber Doucy Lane

Green and blue infrastructure strategy

The green and blue infrastructure strategy sets the location and hierarchy of green space within the site and approximate location of the SUDS features.

In line with the local authorities' aspirations, the northeastern fringe of the site is allocated for a Green Trail, providing a generous setback from the open countryside and existing farmsteads. The Green Trail follows the public right of way the north, wraps around the northeastern edge of the site, linking existing patches of hedgerows and clusters of trees and woodlands, and moves further to the south, creating a buffer from Rugby Club. Internal green links tie the parcels together, creating additional biodiversity corridors and providing informal routes with a potential for sports and leisure routes, seating areas and play on the way.

Additionally, green links accommodate swales that bring the drainage water to attenuation basins. The basins are strategically located at the lowest parts at the edge of the development parcel, and the majority of them sit within the Green Trail. The area between the Westerfield House and the main access to the site has a potential to accommodate a wet pond and attenuation basin to create a focal point and a sense of arrival.

The core of the development accommodates a green open space that performs as a heart of the development and the main node. Green links connect the central open space to the Green Trail in the north-east and the southeast, linking together different community facilities.



Outline application boundary

Indicative location of LEAP (local equipment area of play)

Indicative location of MUGA (multi-use games area) and additional youth space for girls

- Green Trail route
- Green corridors
 - Main tree lined streets

Indicative locations for proposed attenuation basins

Opportunity for permanently wet attenuation pond



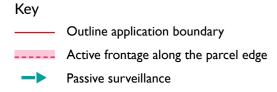
Crime prevention and safety

Our approach to designing the framework plan prioritises simplicity and efficiency while adhering to Secured by Design principles. The framework masterplan focuses on creating outward-looking blocks that overlook green space, ensuring a seamless integration between the built environment and the natural surroundings. By strategically positioning the homes to face open spaces, we promote passive surveillance, enhancing the overall safety and security of the area. This design strategy encourages residents and passers-by to naturally observe and monitor their surroundings, deterring potential criminal activities through increased visibility and overlooking the main open spaces, streets, and key pedestrian corridors.

In addition to the framework layout arrangements, we pay careful attention to appropriate lighting considerations, ensuring it complements the character of the proposals. By providing appropriate lighting levels, we create a welcoming and secure atmosphere for pedestrians and cyclists alike. In order to improve visibility without needlessly adding to light pollution, it is intended that the lighting solutions will be specifically designed to promote an ecologically friendly and sustainable urban environment.

Incorporating the principles of Secured by Design emphasises proactive measures to reduce crime and enhance safety. Through features such as well-defined public spaces, clear sightlines, and natural surveillance opportunities, we strive to create environments that deter criminal behaviour and promote a sense of security among residents and visitors. By integrating these principles into our design process, we aim to create urban spaces that not only function efficiently but also prioritise the well-being and safety of the community.

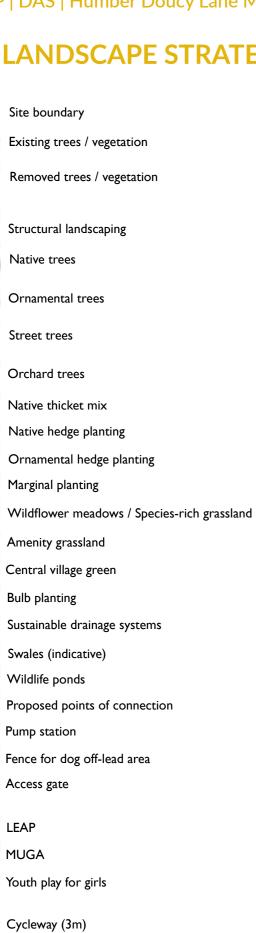
As an Outline planning application with all matters reserved within the Hybrid submission, further details on the specific crime prevention measures will be described on the Reserved Matters Stage.





5.2. LANDSCAPE STRATEGY





Recreational routes (2m, hoggin with timber edges)

Recreational routes (2m, Macadam)

Public rights of way



Landscape strategy

- ① Retention the vast majority of the existing Site boundary vegetation;
- 2 Provision of the Green Trail route which runs alongside the northern / north eastern Site boundaries and the existing public footpath. It comprises generous green space, informal recreational routes, mown footpaths, wildlife ponds and attenuation basin as well as structural planting;
- Provision of the central 'Village Green' and a number of linear green corridors connecting to wider open spaces on Site;
- A Retaining the routes of the existing public rights of way on their current alignments and incorporating them within the areas of open green space;
- Setting back of the proposed built form from the Site boundaries and the Green Trail route;
- New structural planting to augment and gap-up the existing boundary vegetation;
- (7) Provision of a community orchard;
- Provision of well-landscaped sustainable drainage features to accommodate stormwater run-off from the development and to provide areas of ecological habitat;
- Generous new play areas to serve the development, including three Local Equipped Area of Play (LEAPs) and one Multi-Use Games Area (MUGA), as well as a Youth Space for girls.
- Provision of tree-lined spine road, together with cycleways and footpath through the heart of the development and a variety of species of ornamental trees.
- (1) Provision of dog off-lead area with gated access.



5.3. APPROACH TO ACCESSIBILITY

The framework plan has been designed with accessibility in mind and several key considerations have been taken into account to ensure inclusivity and equal access for all individuals, including those with disabilities. One crucial aspect is the establishment of a comprehensive network of suitable paths and routes throughout the masterplan area. These pathways should be wide, even, and free from obstacles, catering to the needs of individuals using mobility aids such as wheelchairs and walkers.

Additionally, it's essential to prioritise level access wherever possible, ensuring seamless transitions between different areas within the masterplan. This includes incorporating accessible entrances, parking spaces, rest-rooms, and other facilities in compliance with relevant building regulations and accessibility standards. Moreover, designing accessible public spaces within the masterplan, such as parks, plazas, and recreational areas, is paramount. Features such as ramped access, tactile paving, and inclusive amenities such as accessible seating and signage could be integrated to enhance usability for individuals with disabilities. Finally, continuous evaluation at the following stages will be essential to ensure ongoing compliance with accessibility requirements and address any emerging challenges or barriers to accessibility within the masterplan.

By incorporating these principles into the design process, the masterplan will promote equal access and enhance the quality of life for all residents and visitors.

As an Outline planning application with all matters reserved within the Hybrid submission, further details on the specific accessibility measures will be described on the Reserved Matter Stage.





5.4. APPROACH TO STREETSCAPES

Illustrative approach to Spine route

The Spine will be a high quality tree lined vehicular route within the site.

The Spine comprises a two way carriageway and caters for vehicles and cyclists. It accommodates parallel footways, pedestrian crossings and traffic calming measures. Regular street trees and swales provide greening throughout the masterplan.

The streets will be active, social and well used by residents with front doors and ground floor amenity spaces to the dwellings facing them and creating a well overlooked environment.

The width of the streets sits well in proportion with the height of the buildings and considers the Suffolk Design Streets Guide 2022. The tree planting will improve air guality and help mitigate pollution generated from traffic.

Location of spine road



Illustrative approach to Additional main vehicular routes

The general principles associated with additional main vehicular routes are as follows:

In all cases, they will provide carriageway and pavement, and where possible landscape and tree planting.

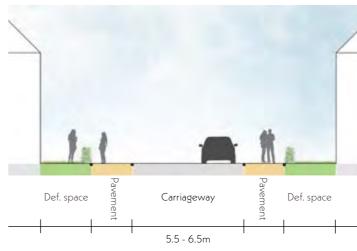
Additional function of the additional main vehicular routes might also include a cycle lane or bus and cycle movement within the carriageway.

The area allocated for landscape and planting may allow for some spaces for parallel parking so this is not over dominant in the street scene.

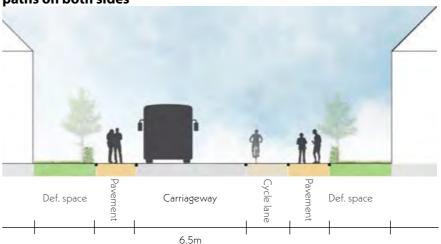
Integrated natural features such as trees in the streetscape with perhaps more formal landscape features could be explored to create a distinction with the tertiary network.

The sections and imagery provided indicate the nature of the typical secondary streets.

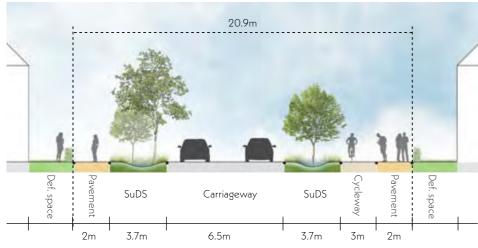
Illustrative Option 1 - Pedestrian paths on both sides



Illustrative Option 2 - Bus route with a cycle lane and pedestrian paths on both sides



Illustrative Option - Fully segregated footpath and cycleway



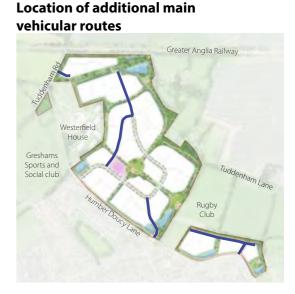
Precedent images







Masterplan framework



Precedent images







Illustrative approach to Local access routes

Local access routes provide direct access to homes and can be provided as an interface between the homes and key open spaces.

Due to their characteristics, they create a pleasant environment for pedestrians and cyclists. These streets will be designed to enhance views towards rural edges.

They can vary in width and materials depending on the character of the area or the location. A selection of the local access routes can be designed as shared surfaces with landscaping principles in mind to allow multi use of the street space and provide more flexibility.

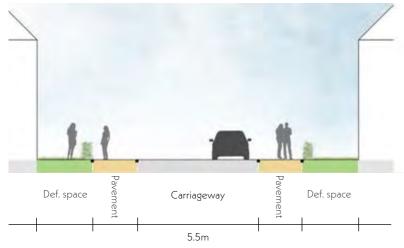
The sections and imagery provided indicate the nature of the tertiary routes.



Illustrative Option 1 - Street facing open space



Illustrative Option 2 - Footpath on both sides of carriageway



Precedent images









6. CHARACTER AREAS

Our character areas approach considers the unique characteristics of the surrounding area and our proposals can create a strong interrelationship with buildings, open spaces and land uses. Their design and interfacing is considered, in order to create distinct character areas across the masterplan.



6.1. CHARACTER AREAS NARRATIVE

A unique place to live

The approach to developing the framework masterplan for different character area zones to celebrate local character, heritage, and landscape involves a meticulous and multi-faceted process aimed at capturing the essence and uniqueness of the area while fostering sustainable development.

The aspiration is to create a vibrant and healthy community, in line with the local planning requirements and local community needs, that will bring together a diverse range of people from all ages and walks of life, supported by a range of highly accessible amenities, facilities and landscapes and homes to support a broad mixture of lifestyles.

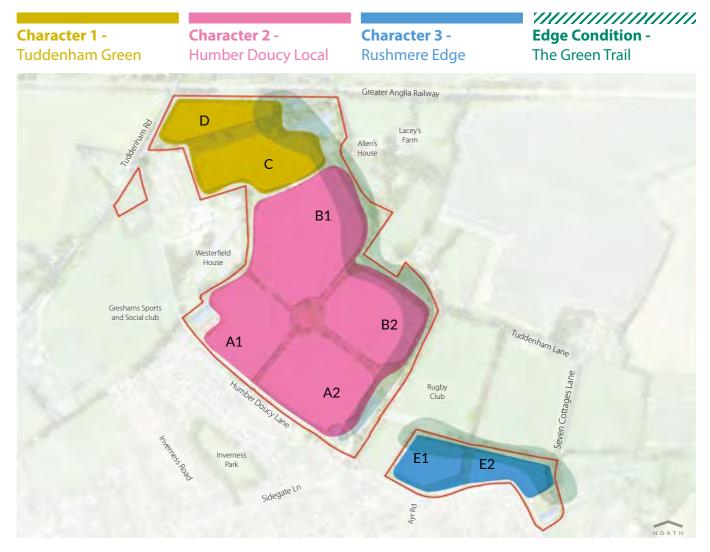
From the more lively central zone to the tranquil green lanes and edges, each character area in the framework plan showcases the diversity and liveliness of the locale. Through careful design and planning, we aim to foster a sense of pride and connection among residents and visitors. Also, the development's character has been carefully considered in accordance with the SPD for the North East Character Area of the Ipswich Urban Characterisation Study. Given that part of the site is within the Rural Edge sub-character area, the framework takes a sensitive approach to the site in order to contribute to the Green Rim and wider connection network while also positively addressing the local identity and rural environment.

What is a character area

In line with the principles set out in the National Model Design Code, in our approach a character area is defined by a unique combination of built form, landscape and open spaces and the interface between them creating distinctive environments. These unique combinations have resulted in three main distinctive character areas that are presented in the following pages. A description of the three key components of each character area is presented on this page.

1.1.1. KEY PRIORITIES TO GUIDE THE CHARACTER AREAS





The proposed development will comprise of three unique and distinctive character areas. These character areas are oriented and informed by the kind of open space and/or public realm they relate to, the activities that will be generated between them, the scale and massing of the built form, the townscape approach, and the environments that are created for each area making them distinctive.

Character areas take inspiration from their location within the parcel and the placemaking approach, such as forming welcoming gateways with key open spaces, public realm and frontage such as the Green Trail. But they also take inspiration from the character of the surrounding context. Each character area also draws inspiration from the existing landscape and field characters, building in opportunities for activities, informal food growing, meadows, water and tree cover. The three character areas will create variation and diversity within the site achieving different environments that will contribute to the vibrancy of the new neighbourhoods and surrounding area.

The character areas aim to ensure future development will achieve the aspirations and vision for the site and aim to:

- Create distinct and unique places.
- Promote active travel and healthy life-styles.
- Create sustainable connections within and outside the site.
- Create a sense of place and community.
- Provide opportunities for flexible and inclusive high quality homes.

6.2. CHARACTER AREA 1

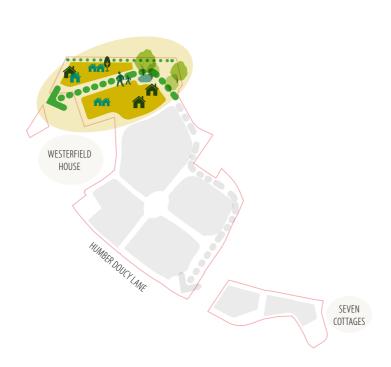
TUDDENHAM GREEN

"a quiet place connected to nature"

Tuddenham Green is a distinctive area situated on the northern edge of the site, bordered by railway lines, Tuddenham Road, and a public right of way (PRoW) route that traverses the site. This northern boundary presents an opportunity to cultivate a serene green environment, harmoniously integrated with the existing mature verges and landscaping.

As the Green Trail intertwines and encircles the existing PRoW, it establishes a dynamic linkage between the proposed new settlement and its surrounding environs, forging robust green connections. The ample vegetation buffer surrounding this character area promises picturesque green vistas for residents and users of pedestrian and cyclist routes, while also seamlessly integrating with other character areas further south.

From the bustling central zone to the tranguil green edges, each facet of the framework plan underscores the diversity and vibrancy of the locale. Through meticulous design and planning, our objective is to nurture a sense of pride and belonging among both residents and visitors alike.



Character Influences / Precedents



Built form will Homes address the connected to the green sensitive edges towards green infrastructure, spaces, while through responding to enhanced green the surrounding links context

Active frontages that frame the streets and create a positive relationship with the Green Trail and existing PRoW

Green fingers between key the site



weave through the houses and creates a linkage nature assets of

towards

green spaces

that create

terminating

vistas to the

space

Primary frontage Connections to nature and community ownership create a healthy and sustainable place

6.3. CHARACTER AREA 2

HUMBER DOUCY LOCAL

"a unique setting for the community"

Humber Doucy Lane is envisioned as the vibrant heart of the new neighbourhood, designed to foster moments of pause, relaxation, and community interaction. Serving as a central hub, it will provide residents with a welcoming environment to gather, live, and work.

The main spine road running through the area will accommodate a bus route and prioritise pedestrian and cyclist movement, creating a pleasant, safe environment for all. It will traverse the community zone, offering wellconsidered views from potential non-residential uses, featuring activated areas.

Green corridors and tree-lined streets will connect this central space to the Green Trail and adjacent residential areas. Emphasised routes, distinctive corners, and inviting gateways will enhance the area's navigability and contribute to its vibrant character.

Situated adjacent to significant local landmarks like Westerfield House and the proposed Green Trail, this character area will be carefully integrated with its surroundings. Attention will be paid to the edges, ensuring a respectful response that celebrates these locally important assets.

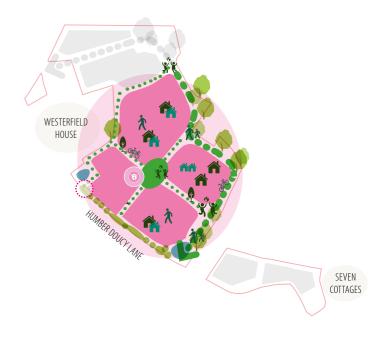
Character Influences / Precedents



Opportunity for Key pedestrian strong frontages and cyclist along the central connections will run through the open space, that will provide good green links and overlooking and main streets activation

Sensitive approach to massing and built form toward Humber Doucy Lane

Character areas





Opportunity to create a gateway feature on the site entrance from Humber Doucy Lane

Central green space to act as the heart of the community and provide opportunities for recreation and play

Opportunity for mixed used development in close proximity to the central open space.

6.4. CHARACTER AREA 3

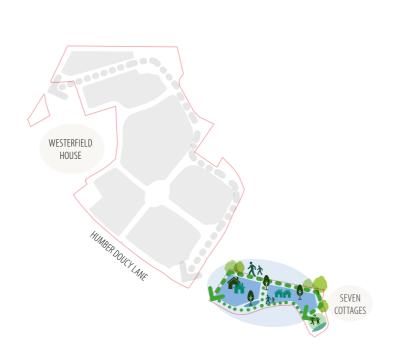
RUSHMERE EDGE

"a tranquil green environment"

Immersing into nature with the backdrop of surrounding greenery and mature landscaping, this area is a tranquil, green haven connecting homes to the surrounding countryside . With the Green Trail acting as a vibrant and biodiverse green corridor, ponds and swales, green links, every home will have nature on the doorstep.

Embracing a family-centric ambiance, this characterrich locale is enveloped by meticulously preserved and enriched landscapes, complemented by hedgerows that integrate seamlessly into the proposed green network for the development.

A mindful approach to architectural design and landscaping along the south-eastern perimeter ensures the preservation of the area's character while safeguarding unobstructed vistas of the Seven Cottages. Celebrating their distinctive character and local significance as a non-designated heritage asset, this sensitive undertaking underscores our commitment to honouring the area's historical legacy.



Character Influences / Precedents



Protected views to Seven

for built form inspiration from Cottages and acknowledgement the numerous of the unique local farms in the surrounding area

Opportunities

Active frontages create a positive relationship with the Green Trail and existing PRoW

Connectivity opportunities through informal routes with existing PRoW and quiet lanes

Landscaping that flows between approach to built form and the built form, heights in order maximising to respect the homes with surrounding green frontages.

Sensitive

context

6.5. EDGE CONDITION

THE GREEN TRAIL

"connecting people through nature"

The Green Trail is one of the most important edges of the site and as highlighted in the Local Plan it stands as more than just a pedestrian path; it represents a vital biodiverse green corridor that not only promotes healthy lifestyles but also serves as a crucial strategic link to Ipswich.

Its physical connectedness is important, but so is its function as a haven for a variety of landscaping that promotes biodiversity in the face of the housing proposal. Moreover, the Green Trail embodies a sensitive approach to its surroundings, with careful consideration given to minimizing environmental impact and enhancing community interaction.

Lower heights of houses along its edge ensure that the trail retains its natural charm while encouraging engagement with nature. This edge condition approach not only preserves the trail's ecological integrity but also offers opportunities for further activation, creating a dynamic space that enriches peoples lifestyles.

In order to ensure that the edges function as a seamless transitional zone between the development zone and the landscaping, this particular edge has been given further consideration under each of the character areas.

Illustrative views to the Green Trail buffer zones

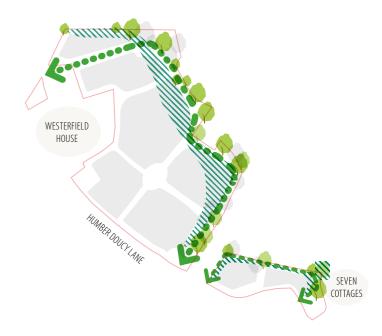




character

Character areas





7. LANDSCAPE AND PUBLIC REALM

This section provides an explanation of the key landscape features and proposals which supplement the development framework.

7.1. OPEN SPACE TYPOLOGY



The Site comprises three irregular-shaped fields The Site provides for ample opportunity for the incorporation of open spaces of various size and typology. The proposed Framework of the development results in a significant over-provision of open space, 6.23ha, when compared to the Policy requirements for the Site (based on Ipswich Borough Local Plan – March 2022). As a result, the Site maintains the policy requirement of being approximately 40% non-residential uses.

The majority of the green open space is located along the countryside edge in the 'Green Trail' area in order to create a suitable transition to the wider context of the Site, but with other more intimate areas like the Village Green and linear green corridors introduced to provide a variation in landscape type and break-up the built form of the proposed housing areas.

As can be seen in the table opposite, the large over-provision of open space on Site results in the majority of typology requirements being met. Whilst there is a deficit in the Parks and Gardens category, this is due in part to the semi-rural nature of the Site and the policy objectives for the Green Trail in ensuring an appropriate edge to the development is created, that which is more suited to the provision of Natural and Semi-Natural Open Space due to its inherent character. Therefore, the small deficit in Parks and Gardens is compensated for by a large over-provision in Natural and Semi-natural opens space, more appropriate for the character of the Site.

The provision for Children's Playspace and Young People includes three Locally Equipped Areas of Play (LEAP) and one Multi-Use Games Area (MUGA) respectively, catering for children from a wide range of ages and abilities. Additional Youth Space will be included especially for girls.

Open Space Requirements

Appendix C - Ipswich Borough Council Local Plan – March 2022

Table 9: Ipswich Standards for the Provision of Open Space, Sports and Recreational Facilities

Accessible Open Space	Standard (ha per 1000)	Requirement for 660 dwellings (ha)	Provided (ha)	Surplus / deficit
Provision for Children's Playspace	0.08	0.13	0.13	n/a
Provision for Young People	0.04	0.06	0.08	+0.02
Parks & Gardens	1.16	1.84	0.80	-1.04
Amenity Green Space	0.48	0.76	0.87	+0.11
Natural and Semi Natural Green Space	1.53	2.42	9.56	+7.14
Total		5.21	11.44	+6.23

• Based on 2.4 occupants per house



Landscape and public realm



7.2. KEY LANDSCAPE AREAS

Landscape area 1. Green Trail Route



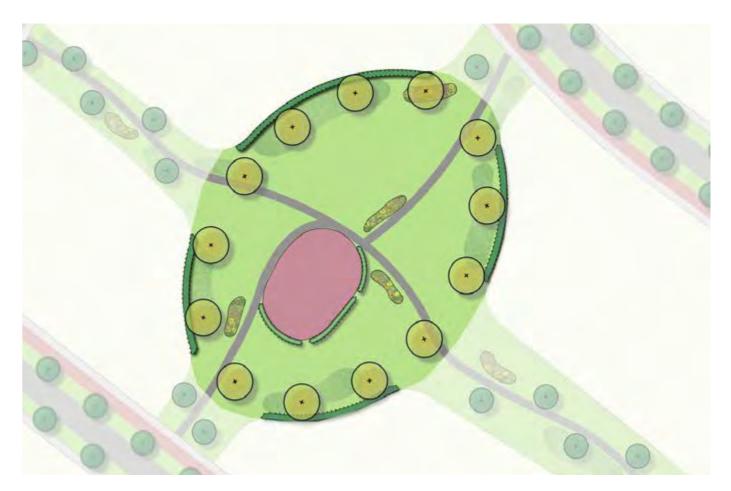
The proposals include a generous Green Trail route which runs along the north eastern boundary of the Site and along the existing public footpath in the north of the Site to create a transition to the wider rural countryside and respect the local landscape character. It includes:

- New native trees, thicket and structural planting to provide a robust boundary and further filtering views towards the new development from the surrounding area.
- Recreational routes throughout the Green Trail route to provide dog-walking routes, as well as a designated off-lead dog area.
- Swales, wildlife ponds and drainage basins forming an integral part of the Green Trail.





Landscape area 2. Central Village Green



The proposed framework plan allows for a Village Green space to be provided within the centre of the development area, which will facilitate various uses, including:

- A dedicated local equipped area of play (LEAP);
- Providing a flexible amenity lawn for informal kickabouts, picnics and local events.

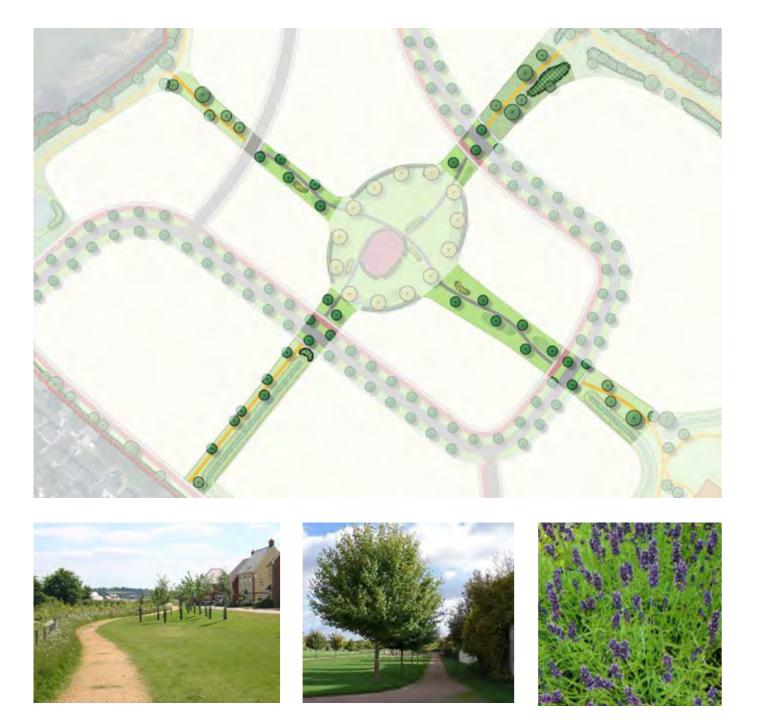


- A formal layout of perimeter trees and hedging will enhance the setting of the Village Green, with species chosen that will provide seasonal interest and colour.
- Formal flower beds and seasonal bulb planting;
- Plentiful opportunities for rest and relaxation through the inclusion of benches to encourage social interaction.



Landscape area 3. Green Corridors

The proposals include a number of green corridors which connect the Central Village Green with the Green Trail route to the north and east, as well as other public open spaces around the periphery of the Site, ensuring easy access to green open spaces for all residents.



7.3. PLAY AND RECREATION STRATEGY

The proposals will include three LEAPs and one MUGA distributed across the scheme, catering for children of all ages and abilities, as well as an additional youth space.

The play provision along the boundaries of the Site will have more of an informal character, comprising mainly timber equipment and natural play elements to respect the surrounding landscape character, whilst those in the heart of the scheme will have a more formal character utilising traditional play equipment, with greater colour









and dynamic interest The LEAP in the south east of the Site will be set within a small community orchard.

The provision of a MUGA allows for older age groups to be addressed in the proposals, taking the form of hard surfaced ball-court areas, with the potential for additional youth provision in the form of table tennis tables and Parkour type activities. Youth space provision shall be provided to ensure that the principles established in the 'Make Space for Girls' campaign are included.

KEY

- Local Equipped Area of Play (LEAP)
- Multi-Use Game Area (MUGA)
- Youth Space for Girls











APPENDICES

This section includes additional materials that have informed this DAS

PARAMETER PLANS

Location Plan

NOTE: the drawing has been provided for information purpose only and has been scaled down to fit into the page size, hence the scale specified in the drawing should not be assumed to be relevant.

The original full-size drawing has been included in the outline application pack as a standalone drawing.



Landscape and public realm

The contractor is res The contractor is responsible to discussing uniteristic contractor and references any discipancy of the before proceeding with the works. Where an item is covered by drawings to different scales the larger so Do not scale drawing. Figured dimensions to be worked to in all cases. CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjurt

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Key

Outline application boundary

— — Borough Boundary

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

UMBER DOUCY LAN

Parameter Plan: Location Plan

HDL-PRP-XX-XX-DR-A-0820 REV P01 152



Land Use Plan

NOTE: the drawing has been provided for information purpose only and has been scaled down to fit into the page size, hence the scale specified in the drawing should not be assumed to be relevant.

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Landscape and public realm

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CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Design nent Asses

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Outline application boundary

Development parcel for residential uses* (2)

Mixed use development parcel* (2)

Public open space inclusive of existing vegetation and ancillary infrastructure (i.e., drainage, access roads, pedestrian and cycle routes, local green spaces, play and recreation spaces)

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

2) The precise/detailed boundaries of development parcels will be set at Reserved Matters stage

3) The precise arrangement of the mixed use parcel will be resolved at the Reserved Matters stage

OI 1 RP 09/02/24 1:2F*

UMBER DOUCY LAN

Parameter Plan: Land Use

HDL-PRP-XX-XX-DR-A-0820 REV P01 S2



Green & Blue Infrastructure Plan

NOTE: the drawing has been provided for information purpose only and has been scaled down to fit into the page size, hence the scale specified in the drawing should not be assumed to be relevant.

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Landscape and public realm

The contractor is resp onsible for checking dir before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawin Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the E Hazard and En

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Key

Outline application boundary

ancillary infrastructure

- Public open space inclusive of existing vegetation and
- * Indicative location of LEAP (local equipment area of play) *(2)
- Indicative location of MUGA (multi-use games area) *(2)
- Green Trail route
- ← → Main tree lined streets
 - Indicative locations for proposed attenuation basins
- Opportunity for a permanently wet attenuation pond
- Indicative SuDS location

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

2) Location of the LEAP, MUGA and SuDS is subject to change at at Reserved Matters stage

DOUCY LAN

Parameter Plan: Green & Blue Infrastructure

HDL-PRP-XX-XX-DR-A-0820 REV P02



Access & Vehicular Movement Plan

NOTE: the drawing has been provided for information purpose only and has been scaled down to fit into the page size, hence the scale specified in the drawing should not be assumed to be relevant.

The original full-size drawing has been included in the outline application pack as a standalone drawing.



Landscape and public realm

The contractor is resp Defore proceeding with the works. Where an item is covered by drawings to different scales the larger so Do not scale drawing. Figured dimensions to be worked to in all cases. CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjun

Hazard and En

All intellectual property rights reserved.

Key

- Outline application boundary
- Point of vehicular access to the site
- Spine road indicative main vehicular route
- Indicative additional main vehicular circulation route
- Indicative bus gate location
- --→ Dedicated bus lane (no car movement)

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

DOUCY LAN

Parameter Plan: Access & Vehicular

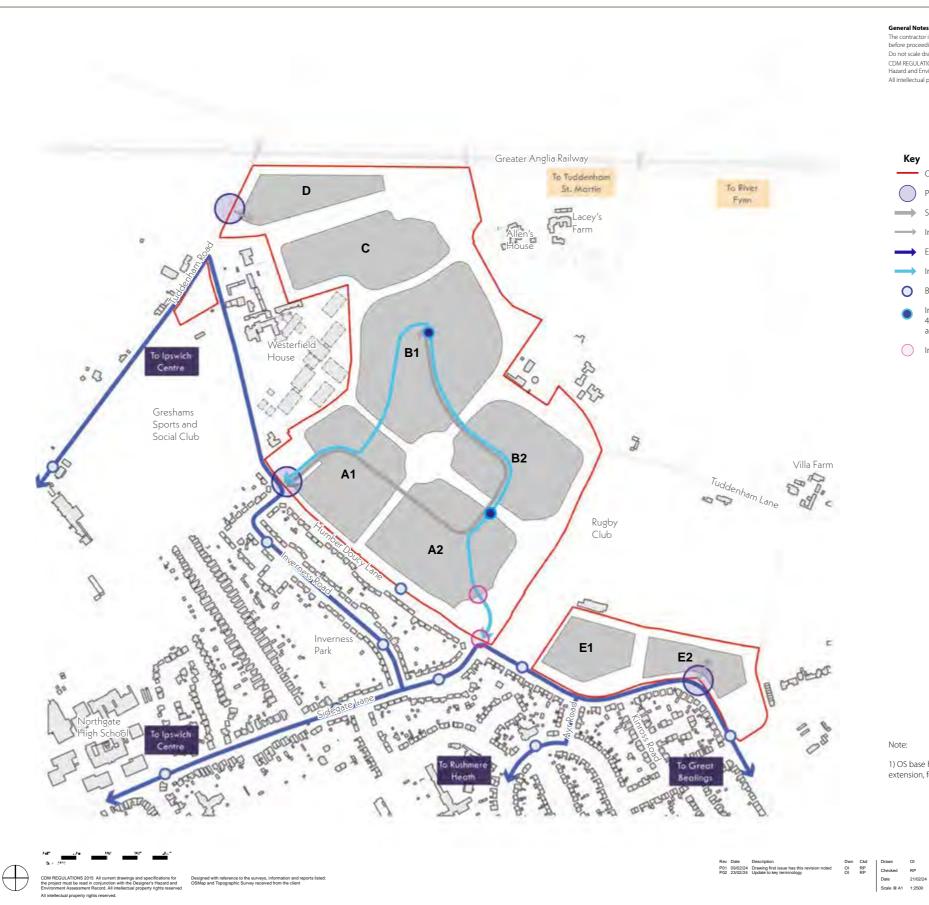
HDL-PRP-XX-XX-DR-A-0820 REV P02



Public Transport Plan

NOTE: the drawing has been provided for information purpose only and has been scaled down to fit into the page size, hence the scale specified in the drawing should not be assumed to be relevant.

The original full-size drawing has been included in the outline application pack as a standalone drawing.



Landscape and public realm

The contractor is responsible for checking din before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Desi Hazard and Env

All intellectual property rights reserved.

Key

- Outline application boundary
- Point of vehicular access to the site
- Spine road indicative main vehicular route
- -----> Indicative additional main vehicular circulation route
- Existing bus route
- → Indicative proposed bus route
- O Bus stop (existing)
- Indicative bus stop (proposed) Approximately 400 meters of walking distance has been taken into account for the location of the proposed bus stop
- Indicative bus gate location

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

UMBER DOUCY LAN

Parameter Plan: Public Transport

HDL-PRP-XX-XX-DR-A-0820 REV P02 S2



Pedestrian Movement Plan

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Landscape and public realm

The contractor is re ding with the works. Where an item is red by drawings to dif Do not scale drawing. Figured dimensions to be worked to in all case

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in

All intellectual property rights reserved.

Key

- Outline application boundary
- Pedestrian path within the Green Trail
 - Pedestrian route along the Spine Road
- Secondary pedestrian links
- Public Right of Way within the site
- ---- Public Right of Way outside the site
- − → Existing Quiet Lane
 - Proposed points of connection to the surrounding area
 - Existing points of connection to the public rights of way to be retained

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

2) Precise location of routes to be determined at detailed design stage



UMBER DOUCY LAN

HDL-PRP-XX-XX-DR-A-0820 REV P03



Plan: Pedestrian Mo

Cycle Movement Plan

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The original full-size drawing has been included in the outline application pack as a standalone drawing.



Landscape and public realm

The contractor is re eding with the works. Where an item is c ered by drawings to diff Do not scale drawing. Figured dimensions to be worked to in all cases. CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in cor

All intellectual property rights reserved.

Key

- Outline application boundary
- Proposed dedicated cycle lanes
- ─ → Proposed main informal cycle routes
- Proposed locations of primary cycle access
- -----> Public Right of Way within the site
- ---- Public Right of Way outside the site
- → Existing Quiet Lane

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

2) Precise location of routes to be determined at detailed design stage



UMBER DOUCY LAN

Parameter Plan: Cycle Movement

HDL-PRP-XX-XX-DR-A-0820 REV P02 S2



Maximum Density Plan

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Landscape and public realm

The contractor is resp The Contractor is responsible to creating uniteriations, obtained and effective and effective and uniteriations to be written before proceeding with the works. Where an liter is covered by drawings to different scales the larger scale drawing is to Do not scale drawing. Figured dimensions to be worked to in all cases. CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the D

nent Asses

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Key

Outline application boundary

- Average 35 homes per ha
- Opportunity to increase the density up to 40 dwellings per ha
- Indicative mixed use development parcel

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

UMBER DOUCY LAN

Parameter Plan: Maximum Density

HDL-PRP-XX-XX-DR-A-0820 REV P01 S2



Maximum Height Plan

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Landscape and public realm

The contractor is res before proceeding with the works. Where an item is o ered by drawings to different scales the large Do not scale drawing. Figured dimensions to be worked to in all case

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in con

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Key

Outline application boundary

Up to 2 storeys

Up to 2.5 storeys

Up to 3 storeys

1) OS base has been added to include the approved layout to Westerfield House Care Home extension, for context

UMBER DOUCY LAN

Parameter Plan: Maximum Height

HDL-PRP-XX-XX-DR-A-0820 REV P01 S2



LAND NORTH-EAST OF HUMBER DOUCY LANE FEBRUARY 2024